the Whip

VOL. 22 NO. 3

OFFICIAL PUBLICATION OF THE AMERICAN DRIVING SOCIETY SEPTEMBER 1995

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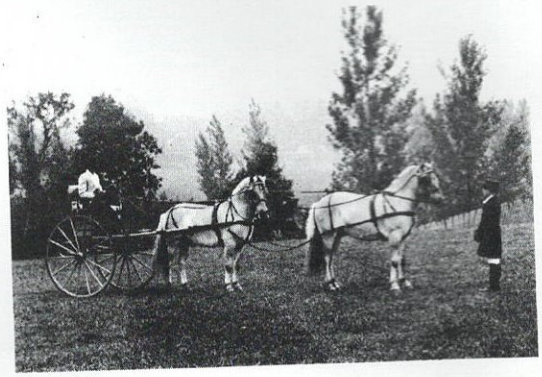

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the Whip

Editor: Ann L. Pringle
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THE WHIP is a publication of the American Driving Society Inc., a New York not-for-profit corporation.

All editorial and advertising material for publication must be sent to the office of The American Driving Society, Box 160, Metamora, MI 48455. Tel. 1-810-664-8666. The ADS publications are under the direction of Mrs. Ann Pringle, executive director.

Classified advertising only will be carried in the newsletter. Display advertising will be carried in the magazine issues, scheduled for March, June, September and December. Rates and deadlines may be obtained from the office.

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Composition & Production: Blue Water Printing, Lapeer, MI

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Cover photo Ann L. Pringle

Vance Coulthard, with Jack Wetzel's pair of Wielkapolskas, drives hazard 4 at the World Pair Championship at Poznan, Poland.

Memo from the Licensed Officials Committee

TO: All Technical Delegates
FROM: Licensed Officials Committee
SUBJECT: Responsibilities of the Technical Delegate

Review and familiarize yourself with Article 135 of the ADS Rule Book. This section states explicitly the responsibilities and duties of an ADS T.D.

The position of the T.D. is that of ombudsman. He is in the position of a mediator, responsible to the ADS, show management and the exhibitor.

To the ADS: he must make sure rules are upheld and interpreted correctly, then submit his report after the show.

To show management: he must report any violations, inspect courses, check scoring procedures.

To the exhibitor: he must be available to interpret the rules, hear complaints and act as the mediator between management, officials and exhibitor when problems arise.

The T.D. has no authority in connection with management or judging of an event. He can point out diplomatically and firmly any rule violations that occur, whether it be on the part of management, officials or exhibitors. It is to be hoped that any rule violations can be rectified promptly and that the show or event will proceed smoothly. However, the T.D. must be firm in upholding the ADS rules and not allow himself to be overawed or intimidated by the people with whom he is dealing. The fact that a judge had many years of experience, or is a well know figure in the driving world does not mean that he is infallible. WE ALL MAKE MISTAKES! The T.D.'s responsibility is to bring any violation to the attention of those concerned and to endeavor to correct the problem as soon as possible.

A very important part of the T.D.'s job is the ADS report which must be filed within 3 days of the competition. Any incident or violation that occurred at the show/event must be noted on the report. This is the official ADS record of the competition. It the ADS office receives an inquiry about a competition, the T.D.'s report is immediately consulted. Remember, T.D.s, when in doubt, include the incident in your report.

Audrey Bostwick, Chairman

Dressage Committee

Selected AHSA and ADS Driven Dressage Judges who are regularly invited to judge selection trials and trainers who may be influential in the training or selection of U.S. teams were invited to attend a series of instructional discussions with Tjeerd Velstra on "Judging Pairs and Teams at the Advanced Level". The discussions were held during the IMB/USET Festival of Champions June 22 and 23 at Gladstone.

Videos and slides were used to define terms and discuss issues relevant to multiples as opposed to the single horse. On Friday, the participants evaluated the dressage tests driven by the Festival competitors, many of whom were competing for a spot on the U. S. team bound for the World Pair Championship in Poznan, Poland in August. Unfortunately technical glitches prevented the group from reviewing the tests while watching them on video, however, verbal discussions proved satisfactory.

Three members of the ADS Dressage Committee participated in the discussions.

Sheila Alexander, Chairman

Front, L to R: Sally Graburn, Margot Wilcox, Martha Hanks-Nicoll, Natasha Grigg, Holly Pulsifer, Sheila Alexander. back: Barbara Weir, Bill Long, Jamie O'Rouke, Larry Poulin, John Greenall, Richard Nicoll, Pauwla Groenewoud, Tjeerd Velstra, Heike Bean.

Pleasure Driving Committee

The Pleasure Driving Committee last met during the American Driving Society Annual Meeting and Super Clinic held in Pomona, CA, February 22-26, 1995. The members present were Peter Morin, Chairman, Dottie Paul, Dr. Leslie Koszely. Vice-Chair Jill Ryder and member Debbie Banfield were involved in other committee meetings being held at the same time.

This update will include the topics discussed at that committee meeting, questions that were brought to the chairman's attention during the Super Clinic and correspondence received since that time.

1. Clarification of the circling rule in obstacle competitions was discussed at length and adjustments in the placing of diagrams in the rule book were reviewed.

2. Editing the terminology so that the definition of gaits in the Pleasure Driving rules will correspond to both the Combined Driving and Dressage Rules.

3. Reworking the Pleasure Driving rules so as to be more compatible with other driving disciplines in order to eliminate as many conflicts as possible within the Pleasure Driving rules and hopefully create a more consistent understanding of the rules between the disciplines.

4. Develop a system of scoring penalties in the Gambler's Choice and other similar obstacle classes, i.e. canter infractions penalized as a deduction of points earned.

5. To include in the Pleasure rules an addition that the leader's collars of a four-in-hand will not be tied together as stated in the coaching rules.

The Pleasure Driving Committee encourages comments and ideas from the ADS members. They may contact the Chairman.

Peter Morin, Chairman

Nominating Committee

The Nominating Committee is considering many candidates for officers as well as Directors At Large and Committee Chairs. We would like to hear from the membership with suggestions, nominations, and volunteers.

Natasha Grigg, Chairman

Schedule for Rule Changes

The following schedule has been established for future rule changes: (approved by the Board of Directors, February 27, 1994).

For rules effective January 1, 1998:

March 1 1996 - Deadline for members to submit rule changes to the ADS

March 30 1996 - Proposals forwarded to Discipline Committees (Pleasure Driving, Combined Driving, Dressage)

August, 1996 - Finalized proposals to be submitted for publication in the September issue of The Whip

September, 1996 - Rule proposals are printed in The Whip

February 1997- Rule changes are approved by the Board of Directors

March 1997 - Rule changes are printed in The Whip

Combined Driving Committee News

This spring the combined driving events had larger entries than usual, with competitors moving up from Training to Preliminary, and more Advanced competitors in all classes. The good courses and judges assembled for the USET Selection Trials attracted many other competitors besides the candidates. There still is a surprisingly low number of single and pair ponies at all levels, especially Advanced. With the present availability of suitable vehicles and the relative ease of obtaining good ponies their "unpopularity " is baffling to organizers and pony aficionados. Where are you pony drivers? Why aren't you competing? Let us know your concerns so that we can plan the kind of competitions you want to participate in. With the possibility of competing with pony teams at the international level now a reality, it is time for us to join the rest of the world in having the pony classes be well filled.

As ponies move up into the Advanced level it is going to be necessary to enforce their standard track width and weights for the vehicles. The Rules for pony pairs measure cones for a standard track of 140 cm, and the vehicle may vary only 2 cm; it cannot be less than 138 cm for Competitions A. & C; Hula Hoops may be attached to the wheels to bring them up to standard width - these should not be more than 5 cm. off the ground or an advantage will be gained from the sloping face of the cone. For Competition B, the Marathon, the track may not be less than 120 cm., and the weight must be 225 kg. There is no published weight for small pony pairs, but for the time being a minimum weight of 150 kg. is being used. This is the weight for singles, and often small pony pairs use the 4-wheeled vehicles designed for singles. We would appreciate hearing what YOUR pony pair vehicle weighs.

The Festival of Champions provided a unique opportunity for dressage judges. Twenty-five "large R" judges, and trainers were invited to participate in discussions with Tjerd Velstra on judging the advanced level, and to score the dressage tests of the Pair and Four-in-Hand classes. 75% of those invited attended, which is a wonderful demonstration of their interest. Despite problems with the acoustics of the hall and power outages the discussions were productive and enlightening. Velstra stressed the importance of the pair or team working together, and the philosophy of starting with a "perfect", and lowering the marks for deficiencies... an "innocent until proven guilty" approach! Although not all the judges gave uniform marks, the insights and discussions showed a remarkably consistent ranking of the performances. Competitors are lucky to have access to such a dedicated group of judges committed to learning to do the best job possible.

We have had some good comments about the rules for Horse Driving Trials and suggestions for clarifications. Do send in your thoughts, to Holly Pulsifer, Chairman pro tem, Combined Driving Committee, PO Box 160, Metamora, MI 48455.. Meanwhile, some trial Trials have been held - with resounding success. Organizers find them easy, competitors have fun, and entries are high! Also send your "case studies" when you have problems at a show, or with the rules; only with your input can we improve our information.

Holly Pulsifer, Chairman

Local Clubs and Membership Committee

The computer on-line world and horses are starting to mix quite a bit. I joined an on-line service called America On-Line and have been enjoying the interaction with other horse people and am always presenting carriage driving as another method of enjoying horses. I try to keep fairly active with the "chat" sessions and have answered quite a few questions regarding harness, the ADS, carriages, local clubs and drivers in various parts of the country, etc. I have always made it a point to try to involve the regional rep for the area when asked about clubs or drivers, but if that seems infeasible, I try to contact an ADS member that may be more local to the requester (prior to giving out any phone numbers). I have noticed Lyle Petersen on-line a few times also answering questions. There is a folder area specifically for driving and another one for combined driving (a folder is a place to leave messages, questions, and answers). I am hoping that this will be another venue for ADS members that are also on-line to get a hold of me with any questions or anything that I might be able to help with. For those of you that are not on America On-Line, you can send me electronic mail through the Internet by addressing it to Lkmanley@aol.com.

For those of you that aren't on-line, I still answer phone calls and read regular mail. Please feel free to contact me if there is anything you think I might be able to help you with. The ADS is a large organization, but we are not so large we don't appreciate each and every member - and want to be available for you.

I would like to put forth a suggestion to all ADS member that do clinics as a means to increase the ADS membership. At each clinic, offer a certain dollar amount off your clinician fee for every new ADS member that joins at the clinic (example, $5). This may encourage new members to join or may encourage the clinic organizers to round up new ADS members. It will also benefit you as the more ADS members under ADS insurance present at the clinics you are giving, the more security you have.

I hope everyone has been able to drive to their heart's content. If the rest of the country has been having the weather fits like we have been here in Colorado, I suspect most of you are just trying to keep up with regular maintenance. In any case, enjoy!

Leslie Manley, Chairman

American Driving Society Weekend of Driving For Pleasure
Southern Pines, North Carolina • November 2-5, 1995

1995 Judges and Technical Delegates List

(as of August 1, 1995)

R = Registered Status; r = Recorded Status; L = Learner Status
PDJ = Pleasure Driving Judge; PDTD = Pleasure Driving Technical Delegate; CDJ = Combined Driving Judge; CDTD = Combined Driving Technical Delegate; D = Dressage Judge.

NAME, STATE, PHONE	PDJ	PDTD	CDJ	CDTD	D
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ALT, JEFFREY, PA 610-649-0425	r		R		r
BALLOU, SHERRY, VT 802-276-3074					R
BANFIELD, DEBBIE, KY 502-863-5113	R		r		r
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NAME, STATE	PDJ	PDTD	CDJ	CDTD	D
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AKERS, BARBARA, NY	L		L		
ALBRIGHT, JOHN, IN	L				
BEVAN, DEBORAH, wi					L
BILLINGTON, DOROTHY, RI	L	L		L	
BOWEN, MICKIE, PA				L	
BRIGHT, DANUTE, PA	L	L	L		L
*BROWN, GENE, PA	L	L	L	L	
*BURGESS, MALCOLM, CT	L				
BURNS-METCALF, THERESA, WI	L		L		
BUSHNECK, DEDE, NC			L		L
CARPENTER, MELISSA, VT	L	L			
CREIGH, VIVIAN, VT	L				L
CUENDETT, DENISE, CA				L	
CUTLER, MARGARET, CA			L		L
CUTLER, GREGG, CA		L		L	
*DALLOW, BARBARA, CO	L				L
*DALLOW, PETER, CO	L	L			L
DeFABRITIS, NANCY, NY			L	L	
*DICKINSON, BARRY, IL	L	L			L
DRAGSTRA, WEIBE, NC			L	L	L
EVANS, SUSAN, NY		L		L	
FUNDERBURGH, ALLEN, AZ				L	
*GILLESPIE, KIRK, WI			L		
*GIPSON, BILL, CA	L			L	
*GLASS, CAULEEN, CA					L
GUY, MELINDA, MI	L				L
GUY- FOX, SANDRA MI	L				L
HALCOMB, CAROL, IN		L			
HANSEN, PETE, OH		L			
HONESCHUCK, CORINNE, PA	L				
HORWITH, BARBARA, PA					L
HUNTER, TODDY, NY	L				
*JOHNSON, RUTH, TN		L		L	
KALINSKI, NORMAN, ND	L				
KOSLUCHER, NANCY, CA	L		L		
LAMPHERE, NORI, WA			L	L	
LITTORIN, INGUN, CA					L
LOFGREN, MICKEY, WA	L				
MACKAY, ROSEMARY, TX				L	
*MANASSE, DEBORAH, CT	L				
*McCARTHY, KAREN, CA				L	
McCRIMMON, SUSAN, NC		L		L	
McMANUS, JANE, MI			L		L
MANLEY, LESLIE, CO			L		
*MERRITT, REBECCA, PA		L			
*NANAA, LIISA, NY					L
NEWBURY, GAIL, AZ			L		
NEWBURY, KENDA, AZ			L		
O'DONNELL, RICHARD, PA	L				
*PALMER, FLORIEN, CT		L		L	
REMLEY, DAVID, NH	L	L			
*RITTER, JOHN, IL		L		L	
SAVAGE, BARRIE, VT					L
SCHOFIELD, MARK, NY	L				
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SINGER, ELIZABETH, PA			L	L	
SMITH, MARIAN, NJ	L	L			
SNYDER, ELIZABETH, MA	L	L	L	L	L
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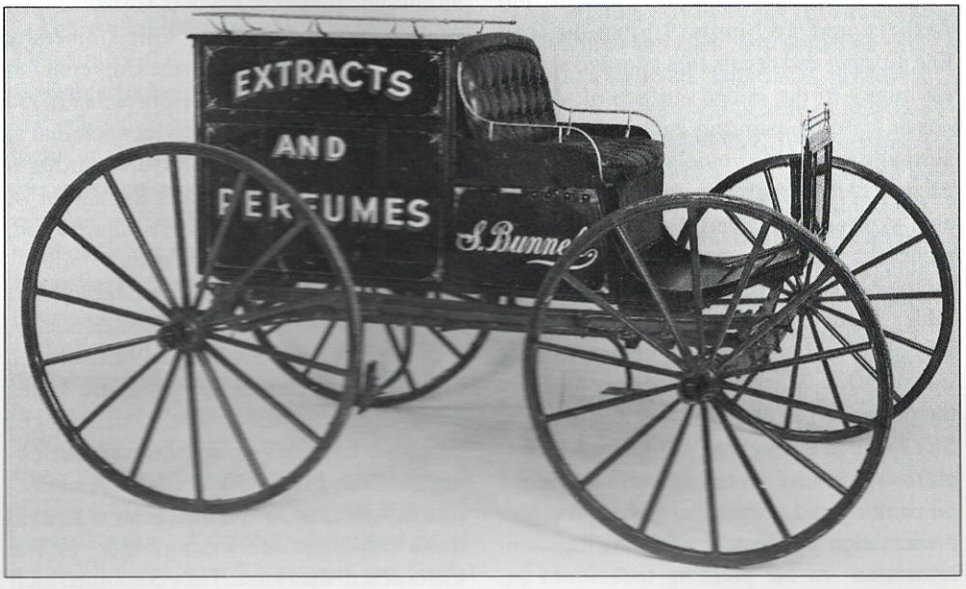
WRIGHT, CAROL, NC	L				

* These officials have not yet renewed their licenses. Officials must not accept positions until licenses have been renewed. Approval will not be given or will be rescinded from a competition who contracts with an official who is not licensed by the ADS at the time of the competition.

Perfume & Extracts Wagon c. 1891

Maker: Flynn & Doyle, Bantam, Connecticut; The Museums at Stony Brook Collection; Museums Purchase, 1952

The Perfume & Extracts Wagon is an example of a light specialty trade vehicle designed with numerous compartments to store, transport and display bottles of flavorings and essences. It was owned and operated by Sterling Bunnell, a manufacturer of flavoring extracts in Bristol, Connecticut, from 1891 to 1910. The wagon was made by Flynn & Doyle, a carriage manufacturer formed in 1876 in Bantam, Connecticut. Flynn & Doyle made a variety of light carriages as well as commercial vehicles.



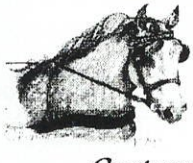
The industrialization of carriage manufacture during the second half of the nineteenth century led to a diversity of vehicle types and contributed to the development of new and specialized trade vehicles. Lightweight, highly ornamented wagons were used by retail merchants to deliver a variety of goods and services to the American consumer.

The construction and decoration of trade vehicles contributed to their dual function as mobile advertisements of the wares they transported. The decoration was the work of ornamental painters who could demonstrate the full range of their artistic skill on commercial vehicles. Exterior panels featured gold leaf scrollwork, eye-catching double block letters, fancy borders and striping, and even elaborately painted landscapes and figurative painting.

Painting commercial wagons was defined in M. C. Hillick's 1907 publication Practical Carriage and Wagon Painting as ". . . a limitless art, resourceful, restive, responsible to an admirable degree to the ever-varying side lights of technical skill. All that art can be anywhere the broad surface of the modern business vehicle invitingly offers to display. The time when the main requisite of a business wagon was symmetry and strength of structure has gone by. The merchant, the man of business, has found it to possess a value beyond its mere capacity as a carrier of merchandise. Its worth as an advertising medium, as an agency through which business stability and enterprise may be widely heralded, has been fully learned."

The *Painter's Magazine and Coach Painter*, Vol. XIII, No. 11, November 1886, further expounded: "Today, if you buy groceries, they are delivered to you in a wagon painted and ornamented to represent that line of goods. The bread and cake bakers have each their characteristic style of wagon, and the dry-goods merchant will deliver your smallest purchase in one of his unique little vehicles. Should you purchase a piano, your pride will not be offended by having it delivered on some indifferent kind of a wagon; on the contrary, the firm from whom you made the purchase will send one of their own hand some wagons, built for the express purpose of carefully storing the piano while in transit to your door, and along with it men expert in unloading and setting it up in your parlor. The fact is we are no longer surprised at novelties of style and adaptation in wagons..."

The Museums at Stony Brook is known nationally and internationally for its carriage collection of horse-drawn vehicles and related artifacts, and for its extensive carriage reference library. Interpretive galleries in the carriage museum display over 90 vehicles, including the wagons, buggies, and trade vehicles that were part of everyday life until the early twentieth century. For information about the carriage collection, please call Merri Ferrell, carriage curator, at (516) 751-0066, extension 222.



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Fall 1995 "Hooves and Wheels" Programs

The Museums at Stony Brook has announced its "Hooves & Wheels" programs for September -December, 1995.

September 17, "Carriage Painting: Artistry and Technique." From the fine-line striping and decals that adorned a modest buggy to the gilded surface of a royal coach, carriage painting contributed to the aesthetic appeal of a vehicle. The techniques used by carriage painters required considerable skill and a masterful manipulation of materials. This program will be conducted by Ina Brousseau Marx, a master painter and gilder, founder and president of The Finishing School and author of Professional Painted Finishes. Ms. Marx is a visiting professor at the Savannah College of Art and Design. She lectures throughout the United States, and has produced seven instructional videos on painting and restoration techniques. Her presentation will feature a fascinating demonstration of her painting techniques including wood graining, marbling, scroll and gilding.

October 29, "Wood and Its Characteristics." Although carriages are composite objects made of many different materials, the primary structural material of the body, wheels, and other components is wood, and the carriage maker needed a thorough knowledge of its characteristics. Different types of wood were used for different purposes, such as hickory for wheel felloes, ash for framing, and elm for hubs. Wood is a fascinating material—durable, and yet capable of cracking, splitting, rotting and being consumed by insects. Join Professor R. Bruce Hoadley for an enlightening look at wood. He has a Ph.D. in wood technology from Yale University and has been a professor at the University of Massachusetts since 1962. He presents Wood Identification Workshops twice each year at U Mass. Dr. Hoadley has lectured throughout the United States and is the author of Identifying Wood and Understanding Wood, both published by Tauton Press.

November 19, "American Stables and Carriage Houses." Julius Trousdale Sadler, Jr., and his wife and colleague, Jacquelin D. J. Sadler will present the program. Julius Sadler is a free-lance architect and author of a number of books on architecture, including The Only Proper Style: Gothic Architecture in America. Jacquelin Sadler is an avid horse enthusiast and a contributor to The Chronicle of the Horse. They combined their interests to write American Stables. It is a common misconception that carriages were kept in old barns, but, in fact, the carriage house and stable on an estate were elegant structures. Stalls, for example, were "set fair," sometimes with braided straw and colored sand forming the monogram of the owner's initials in the aisles. Companies such as Fiske and Mott made beautiful ornamental iron work for everything from sponge racks to stall dividers. Many of these impressive and efficient structures were demolished when the horse drawn era faded.

December 10, "The Well Dressed Horse." Sleigh bells, caparisons, walking suits, quarter blankets, plumes and turn-out rugs: these are some of the accessories and accoutrements of the horse. Some of these articles are necessary, some ceremonial, some seasonal, and some sheer folly and fashion. Barry Dickenson—hackney trainer, carriage historian, master of turn-out, and raconteur —will use his and The Museums' collections of sleigh bells, accoutrements, horse clothing, and accessories to describe the proper and the preposterous in equine dress. Barry is a lively and in formed speaker and promises to deliver a unique and entertaining program.

The "Hooves & Wheels" programs are held from 2:00-4:30 PM. Sunday hours at The Museums at Stony Brook are Noon to 5:00 PM, and visitors may see over 90 horse-drawn vehicles in the carriage museum, plus the exhibitions in the art and history museums. Museums' admission charges are $4 for adults, $3 for senior citizens, and $2 for students ages 6-17 and college students with ID. "Hooves & Wheels" programs are presented without additional charge.

For information about the carriage collection or "Hooves & Wheels" programs, please call (516) 751-0066, extension 222.

WEG Ireland Appoints C&W/Y&R

The organizing committee of the World Equestrian Games Ireland, has appointed Cohn & Wolfe, part of the Young & Rubicam Group, to handle a three year marketing and public relations program for this flagship event of international equestrian sport. The program will be officially launched in August, during the annual Dublin Horse Show.

The W.E.G. Ireland will take place in August 1998 and will be the largest sports event ever held in Ireland. It will be the third time that the Games have been staged, with Ireland following Stockholm in 1990 and The Hague in 1994.

The W.E.G. Ireland organizing committee anticipates around 300,000 spectators to attend the two week event, including 100,000 foreign visitors. It will be staged at existing equestrian facilities in Dublin and at Punchestown in County Kildare, one hour's drive from Dublin. The event will be televised in around 60 countries around the world and feature riders from 50 countries.

Cohn & Wolfe's London office will be coordinating the sponsorship and public relations program, with support from the worldwide Y&R network and from Irish agency, Drury's Sports Management. Cohn & Wolfe, has extensive experience of sports publicity and marketing, working with both sports bodies, such as the NFL, NHL and US PGA and sports sponsors, such as Reebok, Coca-Cola, Guinness, Foster's, Motorola, Kodak, Visa International and US Sprint. Cohn & Wolfe's Atlanta office is currently working with ten of the major sponsors of next year's Olympic Games in Atlanta.

"The World Equestrian Games in Ireland will be more than just another sports event," said Michael Geoghegan, Chief Executive of World Equestrian Games Ireland Ltd. "It will be an opportunity to promote "the new Ireland" to a broad range of audiences around the world and has already become a rallying point for the whole of Ireland. We have received the firm support of the Irish Government and will be working with the Irish Tourist Board (Bord Failte) to promote the event internationally."

Cohn & Wolfe's UK Chairman, Neill Macklin, said: "We have held a number of meetings with potential sponsors, both within Ireland and abroad and have received an extremely positive reaction to what is clearly an attractive sponsorship opportunity. We should be in a position to announce a number of sponsorship deals before the end of the year."

The International Museum of the Horse Launches the World's Largest Internet Museum Site

On June 1st, the International Museum of the Horse, at the Kentucky Horse Park, and Mikrotec Internet Services, Inc. officially opened the definitive internet site for equestrian history. The "on-line" version of the 52,000 square foot museum, will also feature practical horse information, an on-going forum for issues within the horse community, and a "horse mall" for commercial equestrian organizations. The new site is centered around more than 300 pages of text and graphics from the International Museum of the Horse. Over the next six months, many "special exhibits" will be provided by some of the nation's finest museums. When completed, the on-line museum will contain more than 800 typed pages of equestrian information and graphics, and will be the largest museum project on the internet. The project has been totally funded by a grant from the Robert S. and Grayce B. Kerr Foundation of Oklahoma City. The internet address of the new site is; http://www.horseworld.com/imhmain.html.

The International Museum of the Horse's decision to launch the project was based primarily on educational considerations. Today the internet is accessible to more than 50 million people in 140 countries. From June 1994 to February 1995, the internet grew an astounding 4,000 percent. More importantly, within five years it is estimated that the net will be available to 95 percent of the nation's school children, either directly in their classrooms, or through school libraries. Museum director Bill Cooke described the decision to go on-line. "The opportunity to place the story of the horse and his relationship with man directly into the schools was perhaps the strongest reason we had in undertaking this project. We also saw this medium as a wonderful tool which could serve as a unifying force within what is often a segmented horse community. This was a major consideration when the Kentucky Horse Park was established in 1978, and one that we take very seriously. This is a tremendously exciting new medium whose potential has just begun to be explored. It must be similar to dealing with television in 1949.

Throughout the world, Kentucky, and particularly Lexington, is synonymous with the horse. As such, we see the Kentucky Horse Park as the logical location for the creation of the informational and intellectual center of the horse world."

The initial plans for the International Museum of the Horse call for utilizing all available technology to create an exciting and enjoyable learning experience. As new technology becomes available, it will be incorporated into the museum site. The museum site is being designed by Geoff Wyatt, head of Wyatt Design of Helena, Montana. Wyatt served as director of exhibits at the International Museum of the Horse from 1980 through 1983. The production has been undertaken in conjunction with Mikrotec Internet Services, Inc. of Lexington. "Mikrotec has been incredible to work with since the project's inception. Both Geoff and I were total internet neophytes when we began this thing. I'd hate to know how many hours Miktotec's staff has spent just teaching us the basics. You just couldn't ask for a better partner. I would certainly advise any commercial horse group thinking of going on the net to consider placing their home page with Mikrotec. Not only would they receive outstanding service at a reasonable price, but also they would be exposed to the thousands of people that we expect to visit the on-line museum" Cooke said.

The heart of the museum consists of all text and more than 150 graphics and photos from the International Museum of the Horse. Complimenting and expanding the core knowledge base will be information and graphics from other, more specialized museums. Future participants include the Kentucky Derby Museum, the American Quarter Horse Museum, the American Saddle Horse Museum, the US Cavalry Museum, the Cowboy Hall of Fame, and the National Museum of Racing.

The museum also offers a direct link to the new the Kentucky Horse Park and Kentucky Tourism's home pages. The park site includes the current calendar of horse shows and events, and also special sections with schedules and descriptions of educational programs and seminars, group travel information, campground information and rates, information on special and after hours programs, and information on the Kentucky Horse Park Foundation and its fund raising efforts.

For more information, contact Bill Cooke at (606) 259-4231.

Letter To The Editor

Dear *Whip:*

I was unable to attend this year's Carriage Classic in Steamboat Springs and I am sure someone sent you a write up. There was, however, one side note which may or may not have been included. Molly Ring's horse, Spookie, got bogged down at the water hazard but her groom, John Spencer of Basalt, CO made all things inconsequential when he bowed his knee at the vet check and fomally proposed to be her groom forever. The wedding is planned for spring. The driver accepted with alacrity.

B. Ring

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Gladstone Equestrian Association Elects Officers

GLADSTONE, NJ—May 1, 1995—The Gladstone Equestrian Association (GEA) is pleased to announce the results of its annual election of officers held at the April Board meeting.

Re-elected to the office of Chairman of the Board was Finn M. W. Caspersen of Andover. Caspersen is Chairman of the Board and President of the U.S. Equestrian Team, and is a Director of the American Horse Shows Association and National Horse Show Association, as well as Chairman and Chief Executive Officer of Beneficial Corporation.

Elected to the office of President of the GEA was Louis G. Piancone of Pottersville, NJ. Piancone is deeply involved in coaching and also serves on the USET Board of Directors. He is President of Roma Food Enterprises, Inc.

George W. Hoffman from Raritan Township, NJ, is the new Vice President of the GEA. A very active and successful singles driving competitor, he was named the 1995 Man of the Year by the Hunterdon County YMCA and in 1994 received the President's award from the American Driving Society. Hoffman is Chairman of the GEA's Competition Committee, which organizes their three annual combined driving events.

Patricia Sheridan of Succasunna, NJ was re-elected Secretary/Treasurer of the GEA. She has served on the GEA's Board of Directors since 1989 and was the controller at the award winning 1993 World Pairs Driving Championship.

Continuing as Executive Director of the GEA, a position she has held since 1987, is Heather R. Walker of Whitehouse, NJ.

The Gladstone Equestrian Association is a New Jersey based non-profit organization that was founded in 1985 to promote equestrian sports, with an emphasis on combined driving. The GEA sponsors clinics on driving, course design, equine health and endurance training to educate others on the diversity of horse sports. They also provide support for other organizations with a commitment to bringing America to the top in the international equestrian arena.

The Gladstone Driving Event will take place September 29-October 1. The fall event will feature the USET Championships as well as a full schedule of classes for Singles, Pairs and Four-In-Hands open to both horses and ponies. Special events will include the Essex Fox Hounds, a Parade of Coaches and a Marching Band on Sunday, October 1.

The GEA relies on contributions to reach its goals. If you would like to make a contribution or desire more information about the GEA and its activities call or write to the Gladstone Equestrian Association, P.O. Box 119, Gladstone, NJ 07934, (908) 234-0151.

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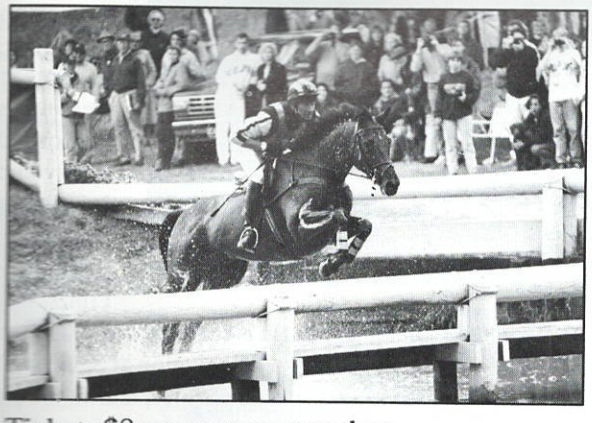

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USET

Photos by Kirk Lech

Starting Shak

by Nori Lamphere, Education Committee Member

In *Preface on the Equine Athlete* I briefly introduced Shak. Since then Shak has acquired a new owner who has generously agreed to let me keep her until this 'food for thought' series of articles is done.

FIRST, A WORD ON SAFETY

Many of the things I do in training are for my safety. I am conscientious about these rules because I have every desire to become an old woman driving great horses. To get there I have to have sensible rules that protect me. (When I'm an old woman driving great horses I will undoubtedly have acquired a few more rules.)

Rule 1 - My space is sacred. The horse never enters it for any reason.

This rule is rule number one for a very good reason. Horses are much larger than I happen to be. Many of the horses I train and all of the horses I breed are LARGE. If I get stuck in the middle of a hazard and have to get down (heaven forbid) I want a guarantee the horse will stay off me no matter what happens. If I'm leading it and it spooks I want assurance that, if it jumps, it won't jump on me. If I'm tacking or untacking I want assurance that I won't get bit, kicked, walked on, stepped on or knocked over. If the horse is swinging its head around I want assurance that its head won't hit me. I don't care how big or how small, from draft to pony, MY SPACE IS SACRED.

Rule 2 - When something goes wrong I have two strides in which to fix it.

This rule applies in hand, mounted or driven. If you can catch a problem in the first two strides you can contain or eliminate it. That's a much better result than picking up the pieces when it's all over. A lot of what you do in the first two strides determines the outcome. My one and only wreck was caused by my failure to react properly within the first two strides. Undoubtedly, if I ever wreck again it will be for like cause.

Rule 3 - I want 100% of the horse's attention when I ask for it.

This one takes time and patience but this conditioned response is necessary. The horses I get to have for longer than 'quick fix' training are safer to drive because they have learned to listen and not worry about anything else. They learn that I am safe to listen to and if I say things are okay, EVERYTHING IS FINE. If I lose their attention I regain it as quickly as possible. The shorter the elapsed time between loss and recovery of attention the more the requirement of full attention is reinforced.

Rule 4 - Don't teach the next step until the current step is comfortably established.

I want my horses to be balanced, engaged, forward, supple and attentive. I want them to have the muscles necessary to be balanced, engaged, forward, supple and attentive. If I were to ask for lengthened trot before I had established consistent tempo and built the muscles that propel and lift the forehand I would get speed by virtue of faster legs (increased tempo) with little change in the length of stride. That isn't a lengthened trot, it's a faster trot.

Each new skill stands on skills already learned. If a step is introduced before the supporting skills and muscles are in place success is not in the forecast. Anxiety and failure are.

A WORD ON LONG LINING

All horses I train spend varying amounts of time in long lines.

Long lining does several things for me. It allows me to develop communication with my equine partner. It teaches the horse to respond to my verbal cues the first time I ask. It gives me the opportunity to evaluate movement and carriage and change it to make it more effective. It teaches the horse to stay on my outside rein and lays the foundation for making accurate, engaged circles. Above all, it teaches obedience. In young horses it allows relatively stress free skill and muscle development before they are mature enough to mount or drive safely.

Now, lest you think I'm some sort of 'wunder kind', I'm not. Let me give credit where credit is due. Jeff Moore gave a long line clinic in our area some years ago. The extra pieces I learned at that clinic give the horses I train impulsion, lateral flexibility and engagement before they ever see a harness or saddle.

(If you can't have Jeff Moore come visit there is an excellent book, Long Lining, by Phillipe Karl. He is the head of the French National School of Equitation at Saumur. The book, in text and pictures, shows the progression from young horse to finished horse in long lines. Unfortunately, it is no longer in print. If you happen to find a copy somewhere, grab it. If you can't get a copy, consider writing the publisher. Maybe they will reprint.)

GETTING STARTED

I start all horses with the same equipment; an open bridle, a Sealtex wrapped mullen egg butt snaffle, sixty feet of mountain tape (a flat nylon tube manufactured for rock climbing) with a snap sewn on each end, a lunging surcingle and gloves.

I use each of these things for a reason. The open bridle is so the horse can see me. The sealtex wrapped mullen minimizes damage to the horse's mouth should they do something stupid like wrap their limbs up in the long lines. The mountain tape is easy to hold and not prone to causing cuts (no sharp or stiff edges) or burns (smooth not rough) on hindquarters or fetlocks. It comes in a number of colors and can be purchased in a single length that eliminates a splice or buckle where it would run through my hands when I'm working. It is sixty feet long from snap to snap so I can do big circles, flying changes of lead and other dramatic stuff without running my little legs off. The surcingle is self-explanatory and the gloves protect my hands.

I run my reins (the snap ends of the mountain tape) through the lowest rings of the surcingle. The height changes depending on the horse and its level of development. Generally, if the horse over flexes (chin toward chest) or wants to drop the bit with light contact the rein is too low. If the horse doesn't bring its head down and stretch its topline the rein is too high. If, when the horse is working, the horse is on the bit with the nose slightly in front of the vertical on light contact the rein height is correct. As the horse's muscles and self-carriage develop, the rein will be moved higher. I let the horse tell me if and when the rein needs to be moved up or down.

photo by Suzette Stewart

When I start long lining, I work to establish a few basics.

Attention is the first. I correct any loss of attention. For a young horse, undivided attention can be very difficult to sustain. You have to judge what they can give and build from there .

The second basic I am looking for is consistency. Each of us has an ideal for self-carriage, transitions, bend, submission, etc. I work toward my ideal. In the beginning I praise every effort and every sign of relaxation. Every snort, every mouthing of the bit, every stretch into the bit, anything that signals to me that the horse is relaxing and accepting the work. I correct any loss of impulsion or increase in tempo. I want a marching walk, a forward, impulsive regular trot and an engaged canter. In the beginning I don't expect perfection. Perfection comes with practice. Unschooled horses lack the muscle development and skill only practice will provide.

The third basic is logical progression. I ask for new skills one at a time. Each new skill has a logical time to be introduced. I don't expect everything at once. It takes time to build muscle for engagement, self-carriage, consistent tempo and lateral flexion.

photo by Suzette Stewart

ON TO SHAK

Shakara (Shak) came to us in January of '95 as a coming five year old. While it was apparent then that she had a kind and generous disposition, it was also apparent that she had been poorly handled. She was reluctant to be caught and was jumpy and nervous when I worked around her. These are all things that change with time. She is realizing we will not hurt her and the rules we operate under never change.

Photo 1 is Shak after gaining fifty pounds and losing most of her inch-and-a-half-long winter hair. She has a very flexible spine, hip and shoulder with excellent lateral balance. In liberty she is never disunited (different lead front to back) or on the wrong

Continued on page 15

The Norwegian Fjord Horse

by Ann L. Pringle

While to some, the Norwegian Fjord may seem to be a recent addition to carriage driving in this country, the appearance of these uniquely marked horses has increased dramatically over the past few years. More and more drivers are choosing Fjords to drive both for pleasure and in competition. In addition to driving, they are being used in both English and Western riding, dressage, jumping, team penning, reining, packing, and handicapped riding programs.

According to Anne Crandall of Marshall, Michigan, where the Norwegian Fjord Horse Registry is located, "This special breed can be traced back almost 4,000 years. The Norwegians have been selectively breeding them for about 2,000 years. When the Vikings first domesticated the breed, they used this hardy animal for transportation as well as for cultivating and harvesting crops. While the Viking ways eventually became history, the Norwegian Fjord horse has grown in number and popularity.

"This popularity can be attributed to several factors. The breed is extremely sturdy—they average 14.2 hands and range in weight from 900 to 1,400 pounds. The Fjord is also very versatile. As mentioned above, they can participate in almost any horse activity a person is involved in. They are quick learners and enjoy working with people as much as people enjoy working with them. The personality of the Fjord horse is another plus for the breed. They are generally extremely loving and friendly. For this reason, they make wonderful family pets.

"The breed is noticed no matter where you go. Their unique appearance draws people to them. The are primarily dun colored with a black dorsal stripe beginning at the poll and extending through the mane (with white hair on both sides), down the back, and into the tail. They have dark stripes on their legs, and dark hooves. These horses are referred to as "brown duns." Fjords can also be red duns. This type have a red dorsal stripe and striped hooves.

"Their head and neck should present an appearance of elegance without coarseness. The head is medium-sized and well defined with a broad, flat forehead and a straight or slightly dished face. Their eyes are large, and their ears are small and alert. Their neck is well-muscled and crested. Their body is short coupled with good depth, large heart girth, and well-developed muscles. The Fjord horse has powerful legs with substantial bone and excellent feet."

Susan Keating drives a pair of Hestadalen Fjords at Gladstone in 1990

© Ronni Nienstedt

We talked to several Fjord owners and breeders to find out why they chose the Fjord over other breeds and what they liked and disliked about them.

Gene Bauer, of Hestdalen (which means "horse valley" in Norwegian) Norwegian Fjord Farm in Round Lake, Illinois, has been actively breeding Fjords for 30 years. When his interest began in the 1960's, he went to Norway to learn about the breed, but instead of importing his stock, he returned to the U.S. and chose from offspring of the original 21 (5 stallions and 16 mares) that had been imported to the U.S. by 5 families. Today Bauer, with Susan Keating, his manager and trainer, is the largest U.S. breeder of Fjords, perhaps the largest in the world.

When Bauer was asked what traits, if any, he didn't especially like about the breed, he commented: "we have bred and raised over 200, and of course they are all individuals, so you might expect some difficulty from a few now and then, but I wouldn't hesitate to have every one of them back."

The Hestdalen Farm literature claims "Lameness is unheard of in this breed".

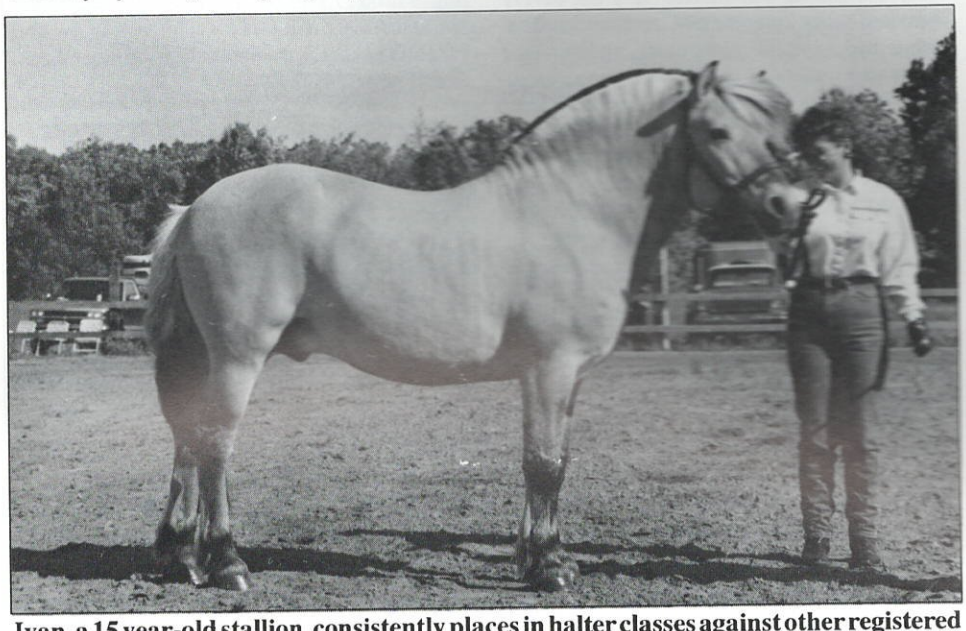
Pat Conway, from Tuscon, Arizona owns 3 Fjords. She came upon the breed following a serious driving accident with a hunter. She was looking for a driving horse that would help to rebuild her confidence and a friend had Deisy. Deisy, now 16, was successful in helping Pat become a confident whip again, and now Pat drives Deisy with her 9 year old daughter, Kaia, as a pair and has been very successful in competition at both Pleasure Driving shows and Combined Driving events.

Pat likes their personality and temperament. The Conways have 8 year old twin boys and the Fjords are good around them, even their new foal is very good around the family.

Vivian Creigh, a Fjord breeder from Springfield, Vermont, imported her Fjords 7 years ago from Holland. She liked their purebred history, plus they were interesting to look at. Creigh says there are more Fjords now in Holland than in Norway. The Dutch breeders are striving to make the breed more elegant without losing type. The Fjord breeders in Holland use the same criteria as other European breeds, choosing only the best for breeding stock.

In 1976, Gene Bauer formed the Norwe-

gian Fjord Association, Inc. and wrote the handbook which contained the very tough breeding principles that they continue to advocate today; "cleanly purebred" practices mean no inbreeding or even "linebreeding". These are the rules followed in Norway by the Fjording Registry.



Ivan, a 15 year-old stallion, consistently places in halter classes against other registered horses. He shows in English, western, harness, and jumping classes as well.

photo by James Finton

Besides Norway and Holland, Fjords are bred in Germany and Denmark.

According to Creigh, the breed standard for size is from 13 to 15 hands, and all are referred to as "horses". The size is a reference factor only. Says Creigh, "they have a Shetland brain in a Belgian body".

Both Conway and Creigh agree that Fjords are very easy keepers. The regular veterinary maintenance is all that is necessary usually. They are very sound, and have extremely good feet - able to go without shoes under normal circumstances.

While Fjord aficionados tout their breed as suitable for beginners, children and older drivers, Creigh warns not to skip the basics with their training. Its easy to assume too much since they are usually so agreeable to learning anything. Conway agrees that they may appear to have more training than they do and one can get into trouble if you ask them to something they haven't learned yet. Once they learn, however, re-training is not necessary after a long lay-off, but they also don't forget if you make a mistake.

Training at Hestdalen begins when the horses are seven months old, and shortly after they are pulling a cart. Their training includes road work so they are accustomed to cars, trucks and traffic.

One might wonder how well these chunky animals do in competition.

Creigh uses her Fjords for competitive driving, 15 to 25 miles, combined driving and pleasure driving. She says their P & Rs are comparable to Morgans and Arabs, but the Arabs have less body mass compared to Fjords. They have a long, steady endurance threshold, but they also will indicate "I'm too tired" when they are, and stop.

Conway's Kaia has won the fitness award at the California Classic in August. She says her horses don't cool as well as other breeds, and they have thick skin and thick coats so she keeps them body clipped all year.

There is some disagreement as to how much the Fjord can achieve. Conway doesn't believe they can be competitive in the upper levels, and as hard as she works at it, they don't cover the ground that other breeds can and aren't as handy in the obstacles. Creigh, on the other hand, has plans to compete at the Advanced level with her horses. She believes that the improvements she sees in the breed as a result of careful breeding will make them competitive at the higher levels.

Bauer's horses have competed at the advanced level at Gladstone where they have proved their agility and conditioning. Says Bauer: "you have to condition for the level of the event." Susan Keating says she knows of Fjords that are competing successfully in ridden dressage at the advanced level.

As an example of all that has been said above about Fjords, Creigh entered "Gus", in the Live Oak CDE which happened March 10 in Ocala, Florida, 1300 miles from her home in Vermont. Gus, as a five year old had previously been broken to drive in 2 weeks and then was turned out as a broodmare. Creigh conditioned Gus, now coming 9, for

Continued on page 15

Vivian Creigh and Gus in dressage at the Live Oak CDE. *photo by Ann Pringle*

Classified Ads

Classified ads are accepted for both the newsletter and "The Whip" and are $.50 per word, $5.00 minimum. Deadline is the 20th of the month prior to issue for the newsletter and the 20th of the month 1-1/2 month prior to issue for the magazine. Payment must accompany ad (Visa or Mastercard accepted.) A $5.00 additional fee will be charged if billing is required.

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Norwegian Fjord from page 13

Marge Littleboy of Rochester, New York, drives her Fjord at the 1994 Walnut Hill show. *©Dean Miller*

10 weeks before heading south. "She was totally unflappable, a perfect example of the breed," and came in first in the Training Level Single Pony class.

The Hestdalen Fjords have successfully competed in Pleasure, Combined Driving and Coaching, single, pair, tandem and four-in-hand, usually with Susan Keating on the box. They are no strangers to blue and championship ribbons at such prestigious competitions as Walnut Hill and Gladstone.

Debbie Banfield is a trainer who works with all breeds at the Gayla Driving Center in Georgetown, Kentucky. She says the *only* negative she can find is that "they sometimes run out of gas". She also agreed with the others that Fjords are very intelligent, which can cause problems if they are not started correctly; any bad habits or headstrong tendencies are not attributable to the breed, Banfield believes, but to poor training. Banfield's experience has been that they are extremely easy keepers, and hold up well in all kinds of weather, from bitter cold, to heat. They don't seem to be as sensitive to fly bites either.

While the Norwegian Fjord may not possess the elegant movement of a Hackney or Morgan, nor be considered traditionally correct in front of a Park Drag, nor offer much of a choice in color, it would appear that with all the positive qualities these unique horses possess, they will continue to grow in popularity and be a force to reckon with in the competitive arena.

For more information about Norwegian Fjords:

The Norwegian Fjord Horse Registry
8539 13 Mile Road
Marshall, Michigan 49068
616-781-4970

Norwegian Fjord Association of North America
John Akins
24570 W. Chardon Rd.
Grayslake, IL 60030
708-546-7881

The Midwest Fjord Horse Club
Roger Whitney, President
Fair Acre Farm
RR #1, Box 125
Delavan, Minnesota 56023
507-854-3657

Starting Shak continued from page 11

lead for her direction of travel. She changes leads correctly (rear to front) when she changes direction. Her trot is engaged from behind and has a very consistent tempo. She manages all this with less than perfect longitudinal balance.

In starting Shak I want a relaxed and forward walk, a consistent working trot (hind foot in front footprint) and acceptance of the bit. I want to provide the opportunity for her to relax and stretch her topline. By the time she has really started to relax and enjoy the work sessions, she should be staying on the bit fairly consistently. I will not ask for canter work until she has accepted the bit and adjusted to the work currently in hand.

Photo 2 is the beginning of Shak's first lesson in long lines. She is resisting the bit with a decided lack of engagement. I am requesting only that she go forward in tempo and stay on the circle. The newness of the work makes her nervous and uncertain. I could use a whip and a gizmo and force her head down but that would increase her nervousness and ultimately make the problem worse. By being consistent and patient, with soft following hands, she begins to drop her head, engage and go forward in a more relaxed manner. Nearer the end of the lesson (photo 3) she is beginning to accept the bit to the point where she is willing to briefly stretch into it.

As Shak's work progresses, she will spend more time in self-carriage. Her engagement and impulsion will increase and she will begin to spend more time on the bit than off.

Next time - "On The Outside Rein"

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Profile On...*Chandler Irwin*

by Ann L. Pringle

Residence: Chesapeake City, Maryland
Family: Married, 2 daughters, Susie and Cindy
Occupation: Retired farmer
Driving Club Affiliation: Brandywine Valley Driving Club

Chandler's reaction to my call to interview him for the *Profile* column was "I'd like to nominate George Hoffman". Those who know Chandler Irwin know that he never misses an opportunity to compliment or give credit to all those who have helped him with his driving or who have made the competitions that he has attended possible. His enthusiasm and sincerity have endeared him to all who know him.

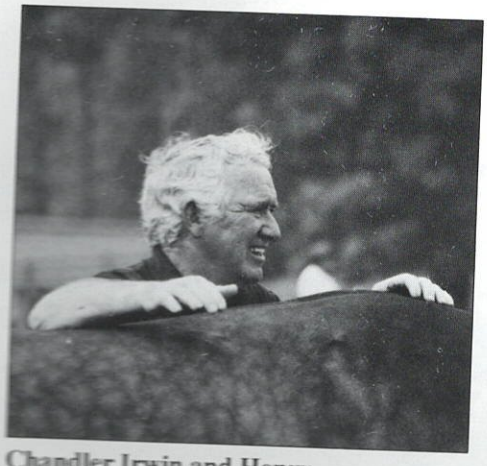
Chandler has been driving for about 7 years, starting with a Missouri Foxtrotter given to him by his friend, Dr. Wright, better known as Lana Wright's husband. After spending years taking his daughters around to horse shows, they encouraged him to give competition a try.

Then Lana Wright gave him "Henry", the Connemara he has driven very successfully these past few years at Combined Driving events up and down the east coast. Henry was originally to be part of Lana's pair, but his color was a little bit too dark to suit, so he became Chandler's good friend and competitive partner. Today, Henry, at 11 years, is semi-retired, due to some foot problems that will prevent him from combined driving competition, but look for him on the Pleasure Driving circuit.

Now Chandler is working with a 3 year old Percheron-Thoroughbred cross mare. It will be another year before he can "give Bill and George some competition again".

Chandler has no strong attachment to any particular breed, but he was pleased to be competitive with the Morgans who have dominated the singles division at the Advanced level. It added to the challenge of competition to beat the Morgans, capably driven by Bill Orth, George Hoffman, Tom Hilgenberg, and Katie Whaley.

Instruction and guidance comes from Lana Wright, who trained Henry, and to whom Chandler goes 3 or 4 times a week. After Lana shows him what to work on, his daughters, Cindy and Susie, help him from the ground. Chandler is quick to credit Lana as his coach and his daughters who ride as groom with all of his success.



Chandler Irwin and Henry

photo by Ann Pringle

"This sport wouldn't be the same if it wasn't for the people. They are the ones that make it fun, it's just one big family among the singles drivers - they all know each other and help each other, even when they're competing against each other." He says even when the competitiveness between them seems cut-throat, its all kidding and fun. Chandler is also the first one to praise the organizers and volunteers for all their hard work. "It takes less than three minutes to drive a hazard it took someone three weeks to build." He says he's never been to a competition he didn't like, but he especially likes the fall Fair Hill event with the AHSA Singles Championship.

I asked Chandler what goals he had yet to conquer, knowing fully well what his answer would be: "BEAT ORTH!" Although he has placed ahead of Bill Orth several times, it has always been due to an elimination or upset by Bill; Chandler wants to beat him fair and square.

When asked what he liked or disliked about the sport, Chandler had no complaints. He recognizes the hard work that the officials do, that everyone does to try to keep driving an enjoyable and fair sport. Its difficult, he feels, to compete with show jumping going on at the same time, but realizes that their money helps make another driving competition possible. He would like to see more inter-regional competition so competitors from around the country could have a chance to get to know one another.

Chandler says he has a lot to learn about Pleasure Driving, but no doubt he will be as successful in the pleasure ring as on the marathon course, and the Pleasure Driving world will be lucky to have him. When he and his new mare are ready for Advanced level - watch out Bill!

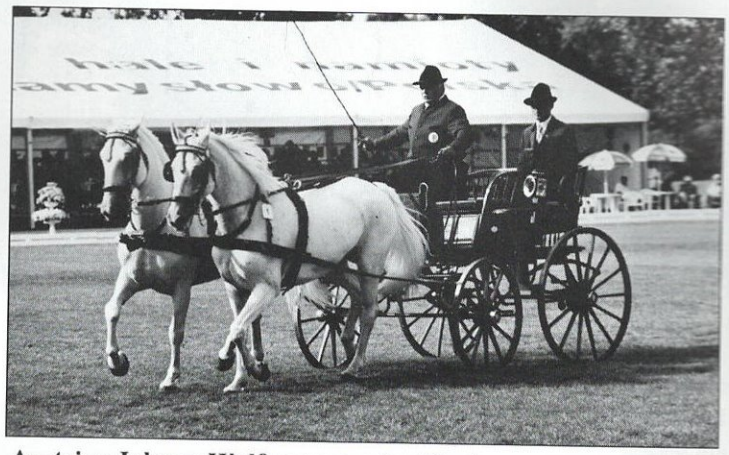
. . . at Yellowframe Farm Combined Driving Event

photo by Ann Pringle

Mieke Van Tergouw Makes Driving History

Text and Photos by Ann L. Pringle

Mieke Van Tergouw made driving history by becoming the first woman to earn a World Driving Champion title at the 6th World Pair Driving Championship in Poznan, Poland on August 27, 1995. France took the team gold medal, followed by Poland and Switzerland. Competing for the United States was Vance Coulthard of Aiken, South Carolina, driving Jack Wetzel's pair of Polish horses, Larry Poulin of Falmouth, Maine, with his own pair of Hungarian horses, and Lisa Singer of Chadds Ford, Pennsylvania, driving Mimi Thorington's pair of Morgans. The U.S. finished 8th out of 15 countries who participated in the team competition.



Austrian Johann Wolfmayr was best in dressage.

Fifty-eight pairs and 19 countries participated, making this the largest World Pair Championship to date. Missing were Australia, Canada, Mexico, Argentina.

With the central part of Europe suffering through another record breaking heat wave, the championship got off to a rocky start with the competitors and their horses being the most adversely affected. Once the trucks and vans had been pulled through deep sand by tractors into the stabling area, a shortage of water, electricity and portable toilets made one long for the right foot that Gladstone got off on two years ago. While things improved throughout the weekend, this first impression will unfortunately last the longest.

Even before the official opening of the event, a heartbreaking accident occurred when one of young George Bowman's horses got away from a groom who was leading two horses from the stable. The horse ran onto the railroad track which was only a few meters from the stable and continued to run, narrowly missing an oncoming train, and injuring himself so badly that he was quickly put down. Bowman did elect to compete with his remaining two, and finished the event in eleventh place.

The American Driving Society helped to cheer up the competitors, officials, and grooms by joining with the Carriage Association of America and the Gladstone Equestrian Association in sponsoring a party on Tuesday evening. A special dinner along with a band and some extraordinary entertainment made the evening memorable for all.

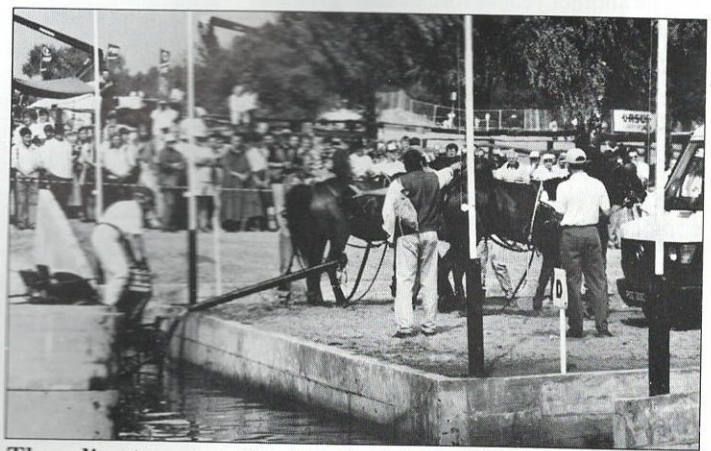
Presentation took place before the opening ceremonies on Wednesday afternoon. The American team, Lisa Singer, Larry Poulin and Vance Coulthard, all tied for 15th place along with Herbert Hankiewicz of Austria and George Bowman IV of Great Britain. Sheryl Leibowitz of the Republic of South Africa, driving her leased pair of Hackneys tied with Pierre Jung of France for first place. Each competitor had three minutes to be individually scrutinized by each of the five judges. It was a disappointment that the Hungarians, Czechs and Slavs didn't turn out in their national costume. As in other years, comments were made regarding the appropriateness of breast collar harness with spider phaetons and formal livery.

The opening ceremonies contained the usual speeches and as always the spectacle of 58 pairs in the arena made an impressive sight. Unfortunately, a lack of organization and communication to the drivers caused much confusion, particularly during the exit, resulting in a few minor accidents and spoiling the pageantry of the occasion.

Dressage took place over two days. Larry Poulin was the first American to drive early Thursday. Unfortunately, a length of barrier tape fluttering in the breeze upset one of his horses and he spent the rest of the test riding a shrieking brake, which did not help to calm either horse and resulted in a score of 54.2.

Most of the best tests were driven on Friday. The Austrian and Dutch teams were both strong in this competition, with Johann Wolfmayr, Austria, finishing on top, fol-

Lisa Singer was very fast in Hazard 5, which had unlettered gates.



Then disaster occured when the Morgan's jumped onto the island in hazard 6.

Mendes de Almeida of Portugal drove the water hazard sucessfully.

lowed by Rinie Rutjens, Netherlands, who tied for first with Sharon Chesson in Gladstone in 1993.

Lisa Singer drove a steady test once she got underway - tension showing in her posture - but her score of 45.2 (19th place) was respectable and useful to the team until her elimination in the marathon lost the score for the team.

A serious case of nerves was Vance Coulthard's worst problem throughout this Championship, but he somehow managed to drive very well in spite of it. He drove with his spare horse in dressage after his other horse threw a fit before going into the ring for opening ceremonies. His test was also steady, not brilliant, and resulted in a score of 42.8.

The change in the weather on Saturday was gratefully appreciated by everyone - temperatures 20 degrees cooler, clouds and an occasional shower - alleviating *some* concerns about the marathon.

U. S. Course Designer Richard Nicoll had the following comments on the marathon course:

"The course was designed by Arjan Brink, Joop Brink, Christian Iseli, Wojeciech Ganowicz and Ryszard Bartmanski. These designers were given a hard job to design in an area that was basically undeveloped, very sandy and in an area close to the trade stands. The hazards were very accessible to the spectators, but from a designers point of view, it was difficult to fit the track around the hazards, leaving room for spectators to gather and move. The designers were successful in this, but only because there were relatively few spectators compared to other Championships.

"Sections A-D covered a large loop away from the grounds, around a lake and returned to start E at the showgrounds. Due to the sand, A was reduced to just over 6 kilometers and there was some debate about reducing C due to the heavy going, but because of the cooler weather on marathon morning, it was left as originally planned.

"The track on E was soft sand in many areas as was the footing in most of the hazards. The Technical Delegate decided to set the time for E by calculating the speed in the hazards at 10 kph and the speed for the rest of E at 15 kph, thus coming to an average of just over 13 kph. However this may have proved unnecessary as most finished E with no time penalties.

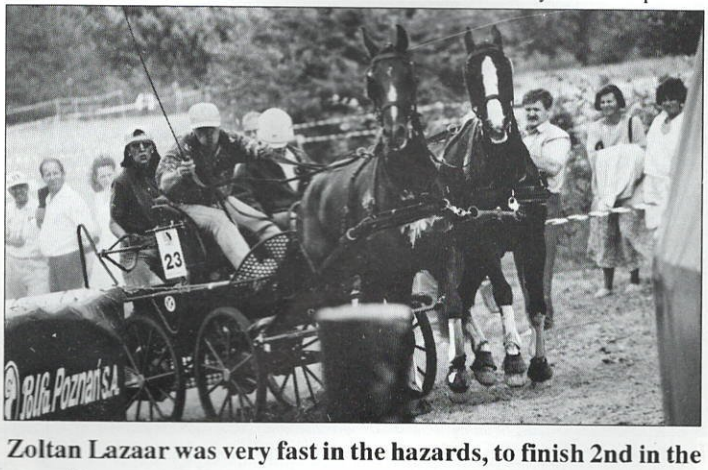
"The hazards were interesting. 3, 4, and 5 were built on sandy soil that became deeper as the day progressed. Hazards 1, 2, 7 and 8 remained in slightly better condition. The designs were long, with times of 50 seconds and up.

"Several short routes with 1.5 meter gaps and knockdowns were available, but soon proved slower than the longer routes and as word got out, the shorter routes were abandoned, except in hazard 4 where one pair actually stopped because of the hard pulling around one turn. Few alternate routes existed that were actually considered viable.

"The changing ground conditions became the biggest problem, particularly in hazard 3 which had 5 turnovers in exactly the same place.

Vance Coulthard had the best dressage score for the U.S. team.

Mieke Van Tergouw was consistent in all three phases.

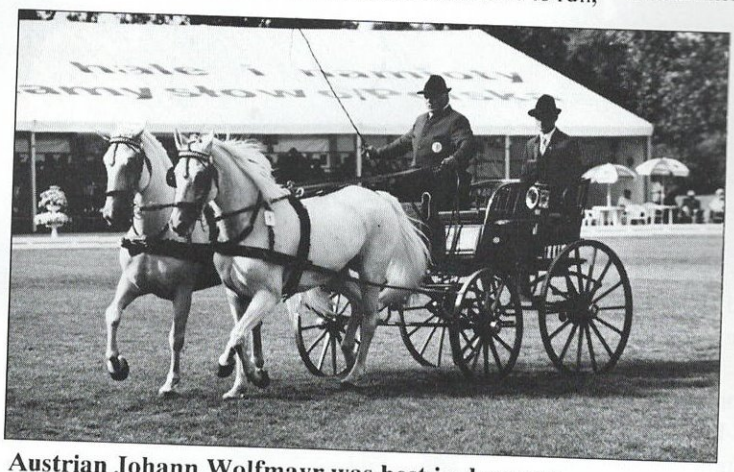


Zoltan Lazaar was very fast in the hazards, to finish 2nd in the marathon.

Mieke Van Tergouw Makes Driving History

Text and Photos by Ann L. Pringle

Mieke Van Tergouw made driving history by becoming the first woman to earn a World Driving Champion title at the 6th World Pair Driving Championship in Poznan, Poland on August 27, 1995. France took the team gold medal, followed by Poland and Switzerland. Competing for the United States was Vance Coulthard of Aiken, South Carolina, driving Jack Wetzel's pair of Polish horses, Larry Poulin of Falmouth, Maine, with his own pair of Hungarian horses, and Lisa Singer of Chadds Ford, Pennsylvania, driving Mimi Thorington's pair of Morgans. The U.S. finished 8th out of 15 countries who participated in the team competition.



Austrian Johann Wolfmayr was best in dressage.

Fifty-eight pairs and 19 countries participated, making this the largest World Pair Championship to date. Missing were Australia, Canada, Mexico, Argentina.

With the central part of Europe suffering through another record breaking heat wave, the championship got off to a rocky start with the competitors and their horses being the most adversely affected. Once the trucks and vans had been pulled through deep sand by tractors into the stabling area, a shortage of water, electricity and portable toilets made one long for the right foot that Gladstone got off on two years ago. While things improved throughout the weekend, this first impression will unfortunately last the longest.

Even before the official opening of the event, a heartbreaking accident occurred when one of young George Bowman's horses got away from a groom who was leading two horses from the stable. The horse ran onto the railroad track which was only a few meters from the stable and continued to run, narrowly missing an oncoming train, and injuring himself so badly that he was quickly put down. Bowman did elect to compete with his remaining two, and finished the event in eleventh place.

The American Driving Society helped to cheer up the competitors, officials, and grooms by joining with the Carriage Association of America and the Gladstone Equestrian Association in sponsoring a party on Tuesday evening. A special dinner along with a band and some extraordinary entertainment made the evening memorable for all.

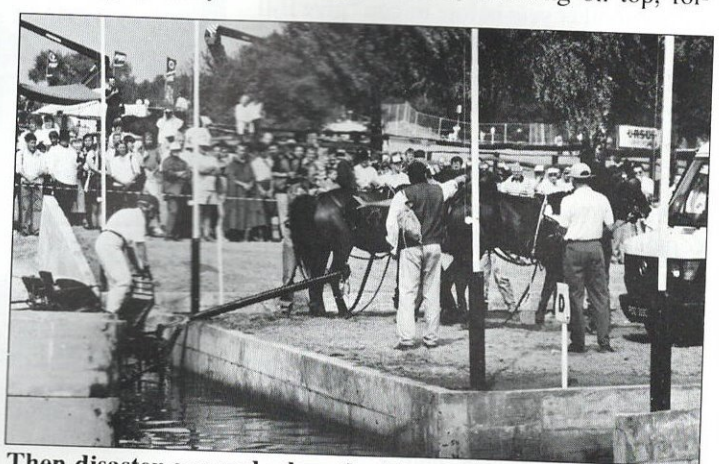
Presentation took place before the opening ceremonies on Wednesday afternoon. The American team, Lisa Singer, Larry Poulin and Vance Coulthard, all tied for 15th place along with Herbert Hankiewicz of Austria and George Bowman IV of Great Britain. Sheryl Leibowitz of the Republic of South Africa, driving her leased pair of Hackneys tied with Pierre Jung of France for first place. Each competitor had three minutes to be individually scrutinized by each of the five judges. It was a disappointment that the Hungarians, Czechs and Slavs didn't turn out in their national costume. As in other years, comments were made regarding the appropriateness of breast collar harness with spider phaetons and formal livery.

The opening ceremonies contained the usual speeches and as always the spectacle of 58 pairs in the arena made an impressive sight. Unfortunately, a lack of organization and communication to the drivers caused much confusion, particularly during the exit, resulting in a few minor accidents and spoiling the pageantry of the occasion.

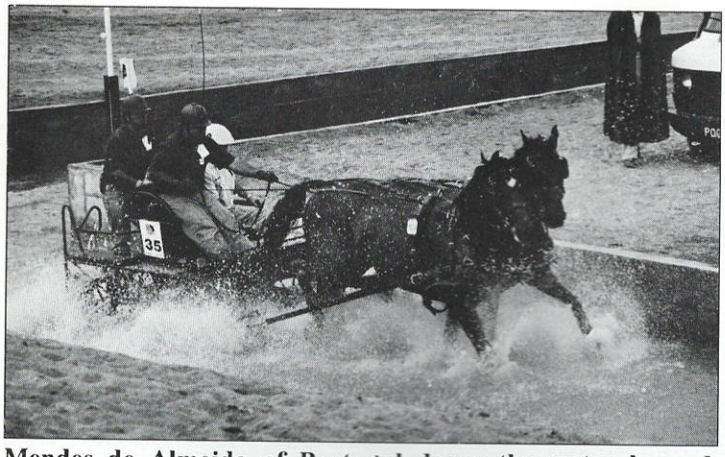
Dressage took place over two days. Larry Poulin was the first American to drive early Thursday. Unfortunately, a length of barrier tape fluttering in the breeze upset one of his horses and he spent the rest of the test riding a shrieking brake, which did not help to calm either horse and resulted in a score of 54.2.

Most of the best tests were driven on Friday. The Austrian and Dutch teams were both strong in this competition, with Johann Wolfmayr, Austria, finishing on top, fol-

Lisa Singer was very fast in Hazard 5, which had unlettered gates.



Then disaster occured when the Morgan's jumped onto the island in hazard 6.



Mendes de Almeida of Portugal drove the water hazard sucessfully.

lowed by Rinie Rutjens, Netherlands, who tied for first with Sharon Chesson in Gladstone in 1993.

Lisa Singer drove a steady test once she got underway - tension showing in her posture - but her score of 45.2 (19th place) was respectable and useful to the team until her elimination in the marathon lost the score for the team.

A serious case of nerves was Vance Coulthard's worst problem throughout this Championship, but he somehow managed to drive very well in spite of it. He drove with his spare horse in dressage after his other horse threw a fit before going into the ring for opening ceremonies. His test was also steady, not brilliant, and resulted in a score of 42.8.

The change in the weather on Saturday was gratefully appreciated by everyone - temperatures 20 degrees cooler, clouds and an occasional shower - alleviating *some* concerns about the marathon.

U. S. Course Designer Richard Nicoll had the following comments on the marathon course:

"The course was designed by Arjan Brink, Joop Brink, Christian Iseli, Wojeciech Ganowicz and Ryszard Bartmanski. These designers were given a hard job to design in an area that was basically undeveloped, very sandy and in an area close to the trade stands. The hazards were very accessible to the spectators, but from a designers point of view, it was difficult to fit the track around the hazards, leaving room for spectators to gather and move. The designers were successful in this, but only because there were relatively few spectators compared to other Championships.

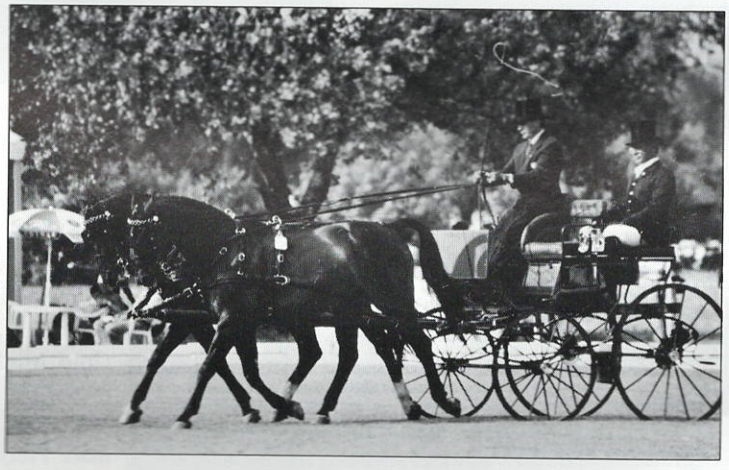
"Sections A-D covered a large loop away from the grounds, around a lake and returned to start E at the showgrounds. Due to the sand, A was reduced to just over 6 kilometers and there was some debate about reducing C due to the heavy going, but because of the cooler weather on marathon morning, it was left as originally planned.

"The track on E was soft sand in many areas as was the footing in most of the hazards. The Technical Delegate decided to set the time for E by calculating the speed in the hazards at 10 kph and the speed for the rest of E at 15 kph, thus coming to an average of just over 13 kph. However this may have proved unnecessary as most finished E with no time penalties.

"The hazards were interesting. 3, 4, and 5 were built on sandy soil that became deeper as the day progressed. Hazards 1, 2, 7 and 8 remained in slightly better condition. The designs were long, with times of 50 seconds and up.

"Several short routes with 1.5 meter gaps and knockdowns were available, but soon proved slower than the longer routes and as word got out, the shorter routes were abandoned, except in hazard 4 where one pair actually stopped because of the hard pulling around one turn. Few alternate routes existed that were actually considered viable.

"The changing ground conditions became the biggest problem, particularly in hazard 3 which had 5 turnovers in exactly the same place.



Vance Coulthard had the best dressage score for the U.S. team.

Mieke Van Tergouw was consistent in all three phases.

Zoltan Lazaar was very fast in the hazards, to finish 2nd in the marathon.

"The water hazard was disappointing in design and uninteresting visually, the only excitement coming from 2 accidents."

Lisa Singer was the first American to drive the marathon, starting 4th. She was competitive in hazards 1, 3, 4 and 5, but came to grief in the water hazard, 6. Attempting to "button-hook" after gate A to return for gate B, her Morgans jumped the cement side onto the top of the island, leaving Lisa and carriage in the water, horses 3 feet above, carriage solidly lodged against the cement wall. With no safe way to continue, and because of several cuts one horse sustained from the sharp cement edges, Lisa was forced to retire. The next competitor, Italian Edgardo Goldoni, did precisely the same thing. After that, only one or two drivers attempted that turn, everyone else, including the Americans who had all planned to do as Lisa did, took the longer way up the ramp and around on dry land.

The footing was very deep by the time Larry Poulin drove hazard 4.

Vance Coulthard, again suffering from nervousness, had to make a last minute change when owner and co-driver Jack Wetzel became ill. Only a few minutes before starting, team coach Bill Long was enlisted to ride with Vance. His Polish horses withstood the course well, finishing the marathon in 16th place.

Larry Poulin, the anchor of the team due to his experience at four previous World Pair Championships, went last for the United States. A trace came off in the first hazard, but with no other mishaps, he finished in 13th place.

German driver Horst Schepper won the marathon with 98.2 penalties one point ahead of Zoltan Lazar of Hungary. Many might remember that his brother, Vilmos, won the marathon at Gladstone two years ago. Vilmos, with a new pair, since selling his previous pair to Stewart Morris, Jr., finished the marathon in 45th position, a turnover victim in hazard 3.

Spectators were treated to colorful and extremely accurate commentary by announcer Mark Wentein, who with the aid of a cordless microphone and a pony was able to be everywhere, see everything and describe the action, sometimes adding his own editorial comments to the amusement of the crowd.

Individual and team placings changed with each competition, making the cones competition the important venue. Richard Nicoll called the course "bland, with only one multiple". Only seven rounds were completed without either time or course penalties.

Vance Coulthard starting Competition C in 10th place, overcame his nervousness again to drive one of the few penalty free rounds. He eventually moved into 6th place as the other drivers were unsuccessful in holding onto their places.

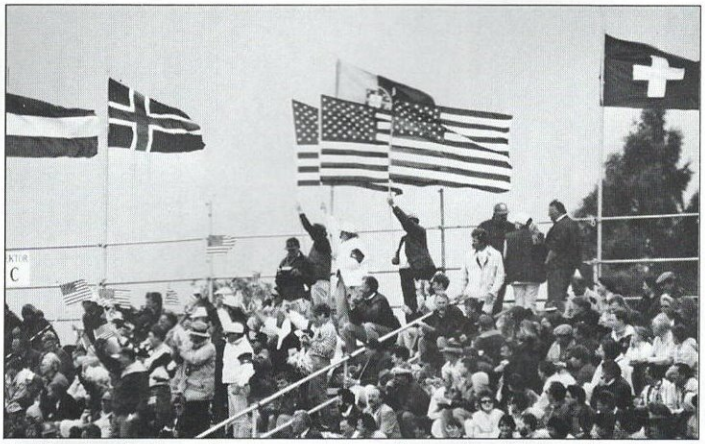
Coulthard's decision not to participate in the drive-off met with negative response from the crowd. He felt he could not learn the abbreviated course and would be embarrassed if he were to drive. Unfortunately that embarrassment would have been less than the one he ultimately caused himself and the American team as a result.

Mieke Van Tergouw won none of the individual competitions, but her top 10 finishes in each of them earned her the status of the first female World Champion in driving.

Patrick Greffier was the mainstay of the French team, driving a good marathon, finishing 3rd, and a clean cones to secure the Gold Medal for France. This is the first medal for France in the six year history of World Pair Championship driving. Teammate Pierre Jung contributed with his 5th place dressage score and 10th place marathon finish. Gerard Dupont finished 16th overall, contributing his 42.2 dressage score to the team.

Another first took place at the prize giving ceremony. The Polish National Federation presented medals and gifts to the grooms of all the top three individuals and teams. This met with the enthusiastic approval of all.

Patrick Griffier of France, soon to receive a gold medal, drives hazard 4.



Enthusiastic American supporters cheered as Vance Coulthard went clean in the cones.

Colorful commentary was provided by Mark Wentein who could easily see all the action on his trusty steed.

A jubilent Mieke Van Tergouw

The prize given to Mieke Van Tergouw's groom was a mountain bike!

In spite of many problems, the World Pair Driving Championship in Poznan was successful. It was comparable to the previous four (excluding Gladstone) and in some cases superior. The Polish organizers had many obstacles to overcome, including the struggle to attract sponsors and working with a facility and group of people with no prior experience organizing an international competition. By the end of the competition, most of the serious problems had been overcome.

It is unfortunate that at many World Championships more effort seems to be made towards making spectators, sponsors, VIPs and press happy than in making the event an enjoyable experience for the competitor. One would think that both could be accomplished, as it was at Gladstone, with just slightly more importance placed on the competitors - after all they are the ones who provide the sport - the excitement, drama, tension and satisfaction that we all love.

Medal winning teams — Gold - France (center); Silver - Poland (left); Bronze - Switzerland (right).

Smart packing included spare reins, number holder earnets and toilet tissue.

See Results next page

Results

Team Competition

Gold - France
Silver - Poland
Bronze - Switzerland

Individual

Gold -	Mieke Van Tergouw, The Netherlands	144.1
Silver -	Horst Schepper, Germany	147.0
Bronze -	Patrick Greffier, France	147.8
4.	Czeslaw Konieczny, Poland	150.2
5.	Pierre Jung, France	150.7
6.	Vance Coulthard, USA	153.0
7.	Andreas Meister, Switzerland	154.9
8.	Roman Kusz, Poland	155.4
9.	Johann Wolfmayr, Austria	156.3
10.	Jacek Koxlowski, Poland (Individual)	157.4
25.	Lawrence Poulin, USA	178.1
50.	Lisa Singer	349.7E

Dressage

1.	Johann Wolfmayr, Austria	30.0
2.	Rinie Rutjens, Netherlands	30.6
3.	Mieke Van Tergouw, Netherlands	33.2
4.	Roman Kusz, Poland	34.8
5.	Pierre Jung, France	37.0
5.	Albert Pointl, Austria	37.0

Dressage *continued*

7.	Peter Bennett, Great Britain	37.8
8.	Rob Weggelaar, Netherlands	39.4
9.	Czeslaw Konieczny, Poland	40.4
10.	Ludger Heeke, Germany	40.8
14.	Vance Coulthard, USA	42.8
19.	Lisa Singer, USA	45.2
38.	Lawrence Poulin, USA	54.2

Marathon

1.	Horst Schepper, Germany	98.2
2.	Zoltan Lazar, Hungary	99.2
3.	Patrick Greffier, France	101.4
4.	Josef Scheik, Hungary	104.0
5.	Zbigniew Brzoskowski, Poland	104.4
6.	Czeslaw Konieczny, Poland	104.8
7.	Jacek Kozlowski, Poland	106.6
8.	Fredrik Persson, Sweden	106.8
9.	Andreas Meister, Switzerland	107.0
10.	George Bowman, IV, Great Britain	107.2
10.	Pierre Jung, France	107.2
12.	Mieke Van Tergouw, Netherlands	107.4
13.	Lawrence Poulin, USA	109.4
13.	Jiri Nesvacil, Czech Republic	109.4
16.	Vance Coulthard, USA	110.2
EL	Lisa Singer, USA	287.0

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Garden State Horse and Carriage Society Host Third Annual CDE

by Candy Thomas

The Garden State Horse & Carriage Society (G.S.H.&C.S.) hosted its third annual Combined Driving Event (C.D.E.) Sunday, April 30, 1995. The Horse Park of New Jersey's facilities were great and lent themselves very well to the day's activities. Many of the competitors arrived the day before and stabled their horses overnight at the park. Some even brought their campers and used the available hookups in the camping area. The dressage ring and the cones ring were adjacent to each other and easily accessible to both exhibitors and spectators. The cross country course for the marathon was mostly flat terrain and perfect for training and preliminary levels. Spectators could enjoy wandering through the vendors' tent or taking some time to look at the antique carriage display.

The drivers day began with presentation, judged by Kathy Newcomb then on to dressage with Francis Kinsella. The cones course was next with Jack Poksay in charge. Before they headed out to the marathon Meridith Melville did a safety check on everyone's harness and equipment.

Unfortunately dark clouds threatened the cones and dressage all morning and the competitors hardly seemed to notice the chilly rain that fell on the marathon in the afternoon. As a wet, cold hazard judge I was amazed at how undaunted they were, not only did they keep going they really looked like they were having fun. Our 40 competitors came from as far as Baltimore, Maryland and Albany, N.Y. Quite a few breeds were represented also: there was a pair of Hackney ponies, a Haflinger, Morgans, Paints, Shetlands, Standardbreds, a Percheron cross and many more.

There were some new additions to our C.D.E. this year including an antique carriage display and two new hazards. Our very creative hazard crew, Mark Flaherty, Robert Mulvey and Ruthy Dougherty, designed and built The Winepress and the Railroad Crossing. The Winepress consisted of a very large winepress and wine barrels placed strategically to make the gates. The Railroad crossing looked very authentic with crossing signs and yellow and black striped barriers. The antique carriage display was cut short due to the inclement weather but was enjoyed by all.

The competition included Training Level, Preliminary Level and Open Preliminary. The Training Level marathon was 5.7 km with five hazards but only gates A, B, and C. Preliminary and Open Preliminary marathon was 5.87 km with five hazards including all gates, A, B, C, D, and E. Veterinarian Fred Adams did a great job of taking care of all vet related situations and made sure the horses were sound.

After the competition was over the volunteers and competitors shared each others' company and good food at a covered dish dinner. Everyone was cold and wet but they had a great time in spite of the weather.

The G.S.H.& C.S. wants to thank everyone who came and made the C.D.E. a success. Our T.D., Jean Kinsella made sure the volunteers knew their jobs and made sure the rules were followed. Barbara Haertlein made sure everything ran smoothly, Tricia Haertlein and Eric Sanders worked very hard as scorers for the day. Kathy Fuchsloch, our C.D.E. chairperson, did a great of organizing and planning. Many thanks also to our 45 volunteers who worked very hard just for the love of the sport. We couldn't have done it without you. Hope to see you at our horse show on October 8 1995 at the Horse Park of New Jersey.

Billy Sigle drove Scarlet through the new Railroad hazard. His navigator was Linda Martin.
photo by Elissa Gordon

Helen Dunn, with navigator Karan Dunn, negotiates the Winepress hazard with Kenbridge, a Percheron/ Standardbred cross owned by Dempsey Dixon

Competition " Heats Up" in Metamora

by Beth Lynch

The Metamora Carriage and Driving Association was pleased to put on its eleventh annual CDE June 17, 18 & 19, hosted by Edith and Alvin Wasserman at their lovely Walkabout Farm. The event attracted forty-one entries to its training, preliminary and intermediate divisions, including a sizable and faithful Canadian contingent from neighboring Ontario which, along with Lance Thomas who represented Australia at the last World Pairs Competition, gave an international flair to the proceedings. Six of the competitors were competing in their first event ever in a special limit training level class held as a follow up to an April clinic put on by MCDA members in an effort to educate prospective new CDE entrants and encourage them to give the sport a try.

Torrential rains last year had prompted soggy organizers, volunteers and exhibitors to hope for sunnier weather in future, but all agreed that this year the sun provided too much of a good thing. Following a cooler than usual spring, temperatures in the nineties arrived in Metamora at the same time as the competitors. Course designers Richard Pringle and Bill Putnam put together a beautiful but challenging course and a hilly section A for preliminary and intermediate divisions coupled with the unexpected heat caused some consideration of whether the marathon course at those levels should be shortened, but the humidity index remained low, footing was good, and the most demanding portions of the course were through wooded areas and well shaded, so a determination was made to let the course stand as originally designed.

The heat of the day Saturday was echoed in the heat of competition as the intermediate division got underway with the dressage phase Saturday morning. Sparsely entered, the division was diminished by the unfortunate scratches of two entrants due to lamenesses, but while it may have lacked numbers the division did not lack for quality. Marlene Rapp with her Morgan mare and Kirsten Brunner driving her home-bred Welsh-Standardbred cross pair drove creditable tests for President of the Jury Bill Long and second dressage judge Sue Ashley which left them four tenths of a point apart, but Mary Moore's Morgan gelding Banner turned in the best performance of the day at any level with a score of 47.2 Another exceptional test was driven by Pam Minard whose training level pair ponies went together so well that they looked like a buckskin pony and her shadow rather than one buckskin mare and one black gelding. Other tests in the low fifties were turned in by Edith Wasserman driving her bright chestnut Welsh gelding in training single ponies and Jocelyn Scofield whose bay Welsh, Diesel, was competing at preliminary level. Not to be outdone, another hot competition was shaping up in the limit training single horse class where Shirley Delbridge, Karen Hinkle, and Frank Andrews were all in the low fifties and within four points of each other.

At "eighty-something" Irene Hahn still has what it takes to win the Cones Championship in the Preliminary Division.

photo by Ann Pringle

Leona Jones, who piloted a golf cart as a member of the appeals jury rather than her agile little Morgan gelding A-Bomb, complimented Richard Pringle on his design for the cones course. 'It's a nice flowing course with a few of the gates just enough offset to make you pay attention," she said. "I'd like to drive it." Apparently her sentiments were shared by Irene Hahn, who drove her palomino-and-white spotted American Saddlebred mare, The Golden Rose, both clean and fast, achieving the only penalty free round in the preliminary single horse division. Irene and Rose, whose ages added together are in the vicinity of the century mark, are fierce competitors and it is always a pleasure to be treated to one of their demonstrations of how cones ought to be driven. With Pete Hansen of Ohio presiding over the cones competition, Barbara King also had a penalty free round with her Halflinger in the preliminary pony division, but it did not allow her to gain any ground on Jocelyn Scofield and Diesel who also had a clean, fast round. Intermediate level people, having a little more trouble with their narrower clearance, maintained their placings after dressage when they all turned in identical scores of zero time penalties but two balls down.

Shirley Delbridge maintained her lead in the limit training division with her clean cones round while no less than six clean rounds in the open training division spoke well for the level of competitiveness in that division. Julie Kinzie's round with Astrid Joergen's pony mare was especially fast. Don Hailey's error free round moved him up from fourth to second in the closely contested single training horse class in which Nancy Roemer maintained her lead with another clean round. Billie Hill enjoyed her fast clean run so much that she did it twice - once with her piebald single pony entry and once with a training level pair which she competed H.C. Competitors and volunteers alike were more than ready for the opportunity to refresh themselves at the cocktail hour and subscription dinner at the Metamora Club at close of competition Saturday.

Sunday's marathon competition was exciting from the time the first entry hit the safety check performed by Dr. Otto Siegmund until the coaching calls sounded by Simon and Brian Brunner and Barbara Chapman signaled the close of competition and began the awards party in grand style. The six marathon obstacles were well designed to present a multiplicity of options to

the competitor and were grouped in two sets of three which allowed spectators ample viewing opportunities with a minimum of movement. Creativity and hard work by the hazard enhancement committee chaired by Carol Beens were once again in evidence, ranging from the lovely plantings in the area of the water hazard, to the giant mushrooms and Indian teepees adorning other obstacles.

Unfortunately the heat continued unabated on Sunday causing some concern particularly in the preliminary and intermediate levels where section A was both longer and hillier. The course was designed in such a way that the vet checks at the end of B and E were in the same area, which allowed careful monitoring by both Dr. Bob Becker and Dr. Evan Moore and their efficient and able assistants. Jury members Bill Long and Barbara Black were also able to keep a watchful eye on proceedings from their position for debriefing competitors at end of E with Pete Hansen doing the same at end of B, while T.D. Phil Teeter roamed the marathon obstacle areas. Open training level entries, who started earliest and drove a shorter section A stood the heat well. Preliminary and intermediate entries arrived at the end of section B having been thoroughly tested, but it speaks well for the conditioning programs of the competitors that temperatures and pulse rates came down quickly and only two entries withdrew at the end of B vet check.

In the open training single horse class, Don Hailey continued his error free ways through the marathon obstacles incurring only a few time penalties in section E which allowed him to catch Nancy Roemer, who lost her lead when she was eliminated in the water hazard, and maintain his victory margin over Paul Canvasser and his big spotted draft cross, Trooper, who finished second.

Barbara King posted the best marathon score with her Haflinger.

photo by Ann Pringle

Training horse pair competitors had their difficulties with Don Hayes withdrawing and Suzanne Smith missing a gate in the sixth hazard, but they gained valuable experience which will benefit them in their next outings. In training pony pairs neither Pam Minard nor Ingrid Krause incurred time or course penalties allowing Ingrid to keep the victory margin she gained in the presentation phase of competition. A completely clean marathon run for Cynthia Lawrence and her Welsh cob was not sufficient to allow her to overcome Edith Wasserman's lead after dressage and cones, since Edith drove a very nice marathon herself, incurring only 1.6 time penalties in section E. Her victory in training level single ponies also gave her the open training level championship.

Mary Moore gained the victory in the intermediate single horse class with some competitive obstacle times, particularly in the mushroom obstacle. Kirsten Brunner, however, emerged as intermediate level champion due to her very quick hazard times and fewer time penalties in the walk section. In fact only one preliminary level entrant had a better marathon score that Kirsten in spite of her having more gates to drive. That preliminary pony competitor was Barbara King whose marathon score of 71.8 was the lowest of the day allowing her to catch Jocelyn Scofield who finished second. In the preliminary single horse class fewer time penalties in section E and quicker obstacles broke the tie between Irene Hahn and Linda Evans in Linda's favor. David Sullivan made a run at them both with no time penalties for his marathon sections over-

Continued on page 29

Shirley Delbridge won "Limit Training" a division for first time CDE competitors.

photo by Ann Pringle

Nebraska Pioneer CDE

by Lyle Petersen

Competitors from seven states and Canada converged on Tecumseh, Nebraska, on May 27 to initiate the new site of the Nebraska Pioneer Combined Driving Event. The wettest spring in ten years added challenges to both organizing and competing, but all rose to the challenge. Although Training Level dressage was driven in the rain, clouds cleared enough to allow drivers to complete the rest of the competition dry on their upper side, albeit accumulating a layer or two of mud from underneath. There was a general skepticism about worldwide drought due to global warming.

Trudy Sandrin made a good showing on her first preliminary level CDE.

photo by Sharon von Busch

Dressage scores in general reflected the shortage of good training time available this spring due to the frequent rains in the area, but Sue Grayson from Colorado and Mary Neal from Missouri, both driving Morgans, each posted Preliminary Level dressage scores of 43.6 under judge Bill Lower, which would be respectable in any company.

The cones course, laid out around the fishing pond in the park, looked straightforward without a lot of twists and challenges, but only three penalty-free rounds were driven. In the drive-off against time, Suzanne Avery from Kansas edged out Leah Neal from Missouri (again, both driving Morgans) for the cones championship.

Sun and wind partially firmed the dirt tracks of the marathon course by Sunday morning, but the sod was still soggy and the entire course was hard pulling, so management and the Technical Delegate agreed that the allowed times should be lengthened. Along with the very cool temperature and a strong breeze, this helped all the starters finish without excessive stress, although not without a lot of honest sweat. Possibly it was the frame of mind induced by the weather which caused several competitors to make course errors, especially in hazard #1, several of which resulted in eliminations.

Sue Grayson and her Morgan gelding Captivators Resolute, with consistently fast, smooth performance in all six hazards, posted the best marathon score at Preliminary Level, followed closely by Fred Gutowski from Manitoba and his Standardbred gelding Eagle and by Paul Stewart from Oklahoma and his Welsh ponies Rocky and Angel. Leah Neal and her Morgan mare Barrister Mandolin and Wisconsin driver Theresa Burns-Metcalf with her Quarter Horse mare Red UnFancy scored penalty-free Training Level marathon rounds. Sue was Preliminary Level Champion and Leah was Training Level Champion overall, as well as winning the Best Conditioned Horse award given by the Eastern Nebraska Driving Society in memory of Neil Spahn.

The driving event was the nucleus of the first-year Horse and Buggy Days celebration hosted by the town of Tecumseh, and with its success it is hoped that the CDE and the Memorial Day weekend celebration will grow and prosper.

See related picture page 29

Leah Neal drove Barrister Mandolin to the training level championship and won the best conditioned award as well. *photo by Sharon von Busch*

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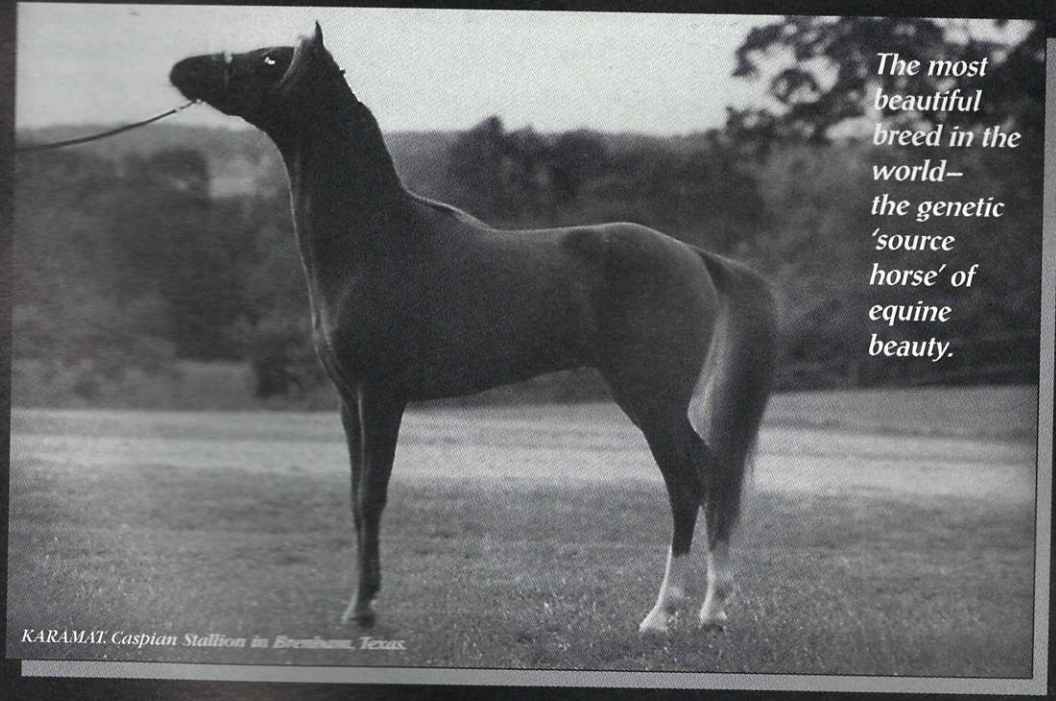
Their discoverer, Louise Firouz, learned that this breed had disappeared from history with the fall of Persia to Islam in 637 A.D. Dubbed *Caspians*™ for their provenance, the breeding of some 30 Caspian survivors was encouraged by the late Shah, one of whose Caspians won Supreme Champion at the Paris *Salon du Cheval.*

Later, a few exports were made to HRH Prince Philip, a Caspian owner since 1971. Prince Philip sometimes drives his own Caspian team, a part of Queen Elizabeth II's Royal Stables.

Equine scientists now consider the mystery of the identity of the proto-Arab or primitive pure-bred solved. As Elwyn Hartley Edwards, Caspian Horse Society Honorary Director and author of over 30 books on horses, wrote in his *Encyclopedia of the Horse,* the Caspian is, in almost every respect, the incarnation of the proto-Arabian horse described with prophetic accuracy nearly a century ago by equine scientists.



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The Garden State Combined Driving Event

by Suzan Kyzer Stroup

This event got off to a shaky start. At the last minute, I had to scramble around for vet services. The weather the week before the event was not in our favor With a let-up in the rain on Thursday, Walt Sallstrom was able to mow the course while I mowed the dressage arena. As the mowing was taking place, the tent, complete with stalls, was erected. Friday, Dick Sensel and I braved the torrential downpour to flag the course. (Bless His Heart) With the help of our T.D., Barbara Haertlein, all the work was completed by eight o'clock that night. It took two glasses of wine and a large pizza to dry out.

Bill Torello drives his dressage test with R-Barb Rosco, a Morgan.

The out of town competitors arrived all day Friday, and were all pleased with the stabling.

Saturday, the event began with the sun shining upon us. Our guests were turned out with spit and polish. George and Bette Hanson had set up a beautiful Dressage Arena, complete with flowers. Our new cones were outstanding in the new field selected just for them. Dick Sensel, master of the bull horn, kept competitors in order and measured wheels.

This year's competitor's dinner was the best yet, thanks to Sandy Sensel and George, from East Fishkill Provisions. We feasted on pork and chicken, with rice pilaf and green beans, along with fruit salad donated by Elliot Goldstein, and melt in your mouth cookies brought by Linda Meyer.

The marathon, the really fun part of this event, started with the preliminary single horses. They left on the exciting challenge five minutes apart, whips chattering nervously and navigators checking stop watches.

The ones to watch in the hazards were the prelim pairs, and we were lucky to have six entries in this category. As usual, Heike Bean led the pack. Her slim pair of golden chestnuts floated along stride for stride. However, Mindy Condon gave her a run for her money, placing 2nd in the pair horse division. All the time and effort Mindy has spent on her boys is paying off, they looked great. Elliot Goldstein did have an argument with a pole in the "May Pole Dance", but he did stop long enough to return the "A" gate letters for the next pair.

Many competitors changed placings from Saturday to Sunday. One never knows how the marathon will turn out. The results are based on skill, conditioning and just plain luck.

During and after this event, I have received many positive comments and thank yous. Kent Brownridge, who has competed at Silver Ledge for the past four years, said "this is the best event your club has ever put on". This is what makes all the hard work and struggling worthwhile.

Barbara Haertlein was great fun to work with and most forgiving. She gave us many hints that will make putting together a CDE much quicker and easier. Sally Graburn is a doll. She is most patient with the training level whips and is quick to help and give constructive criticisms. I would not hesitate to invite either of these knowledgeable people back again.

The most difficult part of running an event of this size is securing enough volunteers. The marathon alone requires at least twenty five helpers. Hazard judges and timers, start-

Lorraine Potter waits for dressage with her Arab, Don IBM Padrone.

The Combined Driving Event continued

Heike Bean won Best Dressage and Best Overall with Alex and Mara.

ers and finishers, traffic control, and miscellaneous runners and such. This year I had to rely on friends and family to pull this event off. **Many thanks to the people who made this event possible.**

We did miss all the regulars, who could not participate this year for various reasons. We hope to see you all next year...Trot On.

Masters Trophy Results

Congratulations to the Mid-Atlantic Region for sweeping the Masters Trophy competition held at the Festival of Champions, June 23-25.

1st Place: Mid-Atlantic
Norm Sutton (single)
Chester Weber (pair)
James Fairclough (four-in-hand)

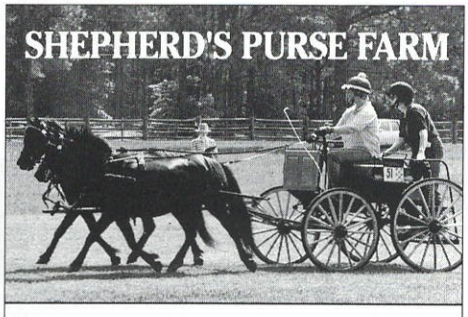
2nd Place: Mid-Atlantic
Kelly Valdes (single)
Lisa Singer (pair)
Tucker Johnson (four-in-hand)

3rd Place: Mid-Atlantic
George Hoffman (single)
Sharon Chesson (pair)
John Fairclough (four-in-hand)

4th Place: Northeast
Mark Scofield (single)
Larry Poulin (pair)

5th Place: Southwest
Ian Walton (single)
Stewart Morris (pair)
Linda Kennard (four-in-hand)

6th Place: Southeast
Marjas Becker (single)
Vance Coulthard (pair)
Roland Serres (four-in-hand)



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Metamora CDE continued from page 25

taking Irene Hahn for a second place finish. But he and Linda split honors for fastest times in the obstacles with three each, allowing Linda to maintain a victory margin. Brian Robertson was the only entry to complete the marathon in the preliminary horse class due to the unfortunate withdrawal of Lance Thomas who was ill Sunday, but Brian should have been happy with his marathon which was bettered by only one of the preliminary single horses.

Limit training division competitors were last to go as they drove a one section marathon with only three obstacles. The goal was to give both whips and equines a safe and inviting introduction to the marathon which was evidently accomplished as no competitor had any driving penalties in the hazards. Shirley Delbridge maintained a narrow victory margin over Frank Andrews in second place and Karen Hinkle in third. All the competitors in this division finished with no withdrawals or eliminations and all enthusiastically look forward to their next combined driving experience.

The good food and fellowship of the awards party and the mellifluous sounds of the coach horns put a satisfying and enjoyable conclusion to the event for officials and volunteers as well as exhibitors and left everyone pleasantly anticipating future competitions.

Results - Combined Driving

Garden State Horse and Carriage Society CDE

Horse Park of New Jersey
April 30, 1995
Judge: Francis Kinsella

Training Horse: 1. Wendy Apgar, 2. Maurine Coffin, 3. Melanie Nahodil, 4. Holly Sauter, 5. Diane Unger, 6. Lorraine Potter. **Training Pair Horse:** 1. David Vanderhoof, 2. Rodman Rockefeller. **Training Pony:** 1. Betty Anne Seablade, 2. David Hirsh. **Open Preliminary Horse:** 1. Norman Sutton, 2. Ellen Epstein, 3. Tedi Vail, 4. Joanne Shrope. **Open Preliminary Pair Horse:** 1. John Allen, 2. Mindy Condon. **Open Preliminary Pony:** 1. Dana Bright, 2. Mary Lou Wagner. **Preliminary Horse:** 1. Martha Barbone, 2. Jacqueline Kindred, 3. Abby Shultis, 4. Melissa Dodge, 5. Van Banks, 6. Maresa Kiger. **Preliminary Pony:** 1. Angela Deppe, 2. Suzanne Babcock, 3. Mary Lou Gicker, 4. Joann Zhelesnik, 5. Louisa Emerick, 6. Nancy Wolek. **Preliminary Pair Pony:** 1. A. J. Meyer.

Riverplains CDE

Strawberry Plains, TN
May 12-14, 1995
Judge: Tom Hilgenberg

Training Level Single Pony: 1. LaVerna Haskell, 2. Jack Goodman, 3. Ashley Jenkins, 4. Sue Vandergriff, 5. Sylvia Camisa. **Training Level Pair Pony:** 1. Rachel Niceley. **Training Level Single Horse:** 1. Beth Knox, 2. Jim Botts, 3. Ruth Tuft, 4. Susie Rooker. **Preliminary Limit Single Horse:** 1. Mary Neal, 2. Betsy Bailey. **Preliminary Open Single Horse:** 1. Barbara Black, 2. Margo Portman, 3. Donald Jacobs, 4. Don Padgett. **Preliminary Open Pair Horse:** 1. Jim Simpson.

Mid Hudson Driving Association CDE

Silver Ledge Farm, Stormville, NY
May 20-21, 1995
Judge: Sally Graburn

Training Level Single Horse: 1. Lorraine Potter, 2. Al Gerelli, 3. Marilyn Coates, 4. Sandra Sensel, 5. Patrick Crowley. **Training Level Single Pony:** 1. Cathy Spiedell, 2. Ralph Shope, 3. Phyllis McLarney, 4. Susanna Gilbert, 5. Jack Seminary, 6. Bette Hanson. **Training Level Pair Horse:** 1. Dave Vanderhoof, 2. Hugh J. Maurer. **Preliminary Single Horse:** 1. Tedi Vail, 2. Donald Goyette, 3. Joanne Shrope, 4. Bill Torello. **Preliminary Level Pair Horse:** 1. Heike Bean, 2. Mindy Condon, 3. Larry Martin, 4. Elliot Goldstein, 5. Monica Ray, 6. Kent Brownridge.

Nebraska's Pioneer Combined Driving Event

Johnson County Fairgrounds, Tecumseh, NE
May 27-28, 1995
Judges: Bill Lower, Barb Petersen, Susan Border

Training Level Single Pony: 1. Leah Neal, 2. Dionne Titus. **Training Level Single Horse:** 1. Patty Olsen, 2. Theresa Burns-Metcalf, 3. Blair Sullivan, 4. Susan Childers, 5. Suzanne Avery, 6. Craig Langseth. **Training Level Multiples:** 1. Britt Newell. **Limit Preliminary Level Single Horse:** 1. Larry McFarland, 2. Trudy Sandrin. **Preliminary Level Single Horse:** 1. Sue Grayson, 2. Fred Gutowski, 3. Kevin McIlvain, 4. Mary Neal. **Preliminary Level Multiples:** 1. Paul Stewart, 2. Richard Scott, 3. John Paulsen.

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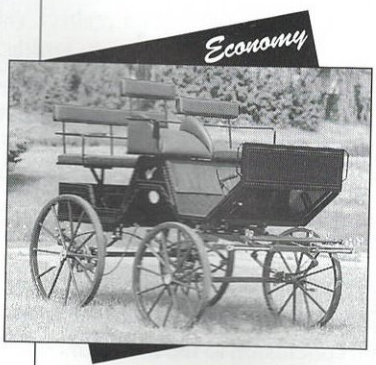

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The 1995 Carriage Classic in the Pines

by Rick Smith

Blessed with fabulous weather and a record number of entries, the 1995 Carriage Classic in the Pines marked the return of American Driving Society approved pleasure driving competition to the Sandhills of North Carolina on an impressive scale.

Over 60 competitors took part in the show, held May 6&7 on the historic Pinehurst Harness Track complex in Pinehurst, NC. The Carriage Classic featured simultaneous competition in three rings (Dressage, Pleasure Driving and Obstacles) on the track infield on Saturday May 6th.

The centerpiece of the Sunday May 7 competition was the Pleasure Marathon through the magnolia-lined streets of "old town" Pinehurst, with over 30 vehicles taking part in six separate classes. The show closed with additional obstacle competition on a challenging Fault and Out course, designed by course designer Frank Kinsella of Roxbury, CT.

Wayne Hussey, driving Jim and Lisa VanCamp's "Carolina Hotel" to the Pleasure Marathon Championship.

The event was sponsored by the Moore County Driving Club and was held in conjunction with the village of Pinehurst's centennial celebration.

The Competition

The Open Single Horse Division was dominated by Mark Schofield of Millbrook, NY, driving Duke, a warmblood gelding. Schofield took home the Single Horse Championship and the blue in the Pleasure Marathon Single Horse. Prominent local whip Alphonso Hargrove was reserve in the Single Horse Division with Nancy Faller's Ponderosa Challenge and took the Novice/Horse Pony Division Championship driving Barbara Schindler's warmblood mare, Fortessima.

Linda Ward of Oak Ridge, NC was Maiden Whip Champion with her Hackney-cross gelding, Casper, and Deborah Bowden of Southern Pines was Open Single Pony Champion driving Mary Gray's paint pony, Dime. Dr. Brenda Bishop of Carthage, NC won the Open Multiples Championship, impressing the crowds with her young tandem of quarterhorse geldings.

Jim Simpson of Southern Pines won the Open Pair Horse Championship and went on to win the Pairs Grand Champion with the highest number of points of all pairs (horses and ponies) showing during the weekend. Simpson was presented with an original bronze "pair" sculpture for his efforts. Presented by the Southern Pines Tack and Saddler, a casting in bronze will be a permanent feature of future Carriage Classics.

Ennis Hester of Baldenboro, NC, was very competitive throughout the show driving Linda Watson's pair of gray Arabians, but slipped from pairs championship contention when he suffered an unfortunate vehicle breakdown on the marathon and could not finish the course.

Lindsay Taliaferro of Snow Camp, NC was Open Pony Pair Champion and also took home the Concours D'Elegance trophy for the most consistently beautiful turnout throughout the show.

The Pleasure Marathon Champion (the best of the six marathon classes) went to Wayne Hussey, driving Jim and Lisa Van Camp's handsome pair of matched mules, put to a beautifully-restored 1895 omnibus, showing in the Commercial class. Dubbed "Carolina Hotel", this turnout was a great favorite of the many spectators who lined the marathon route.

In Dressage, High point Training Level went to Mary Gray, driving her pair of Paint ponies, Small Change and Counterfeit. High point Preliminary Level Dressage went to Lori Winpenny, driving her Morgan Pony, Truffles. Winpenny was also awarded the "Fay Krueger Dressage Trophy", presented by friends of Fay in her memory. Fay Krueger was the inspiration behind The Carriage Classic and served as chairman until her death after a long battle with cancer, just a few weeks before the show.

A Spectacular Venue

The Pinehurst Harness Track provided a wonderful backdrop for The 1995 Carriage Classic in the Pines. The facility was established in 1915 and is on the National Register of Historic Places. In the early days, horses and trainers would begin arriving in the early Fall by rail from the North. Owners would join them at the track each day and take an active role in their training for polo, racing, field hunting and showing.

The tradition of equestrian competition began in Pinehurst in 1917 when one of the first American Horse Show Association shows in the United States was held at the track. The show continued for decades and was one of the premier competitions in the East.

That tradition of competition continues today with hunter-jumper shows, dressage and now, carriage driving competitions. The facility is still serving its original purposes superbly.

Carriage Classic competitors gave the 111-acre harness track facility (winter home each year to over 250 standardbreds in training) high marks for the first-rate stabling in permanent barns. Competitors found the show rings and warm-up areas to be spacious, attractive and easily accessible from the stabling areas. The footing throughout the facility was excellent.

The Pleasure Marathon on Sunday through historic Pinehurst, known around the world for golf, was a great favorite of competitors and spectators alike. The cobbled streets were lined with enthusiastic residents and guests in this well-known resort destination as the carriages passed by.

The 1996 Carriage Classic in the Pines

Officials, competitors and show organizers alike were delighted with the 1995 event and see The Carriage Classic in the Pines as having a bright future on the pleasure driving circuit. Planning is currently underway for the 1996 Carriage Classic, tentatively scheduled for the first weekend in May at the Pinehurst Harness Track in Pinehurst, North Carolina.

Debbie Bowden, driving Economy Farm's Paint pony, Dime, pases the electronic times on the Timed Obstacle course. The course was designed by Frank Kinsella and featured the theme "Pinehurst on Parade."

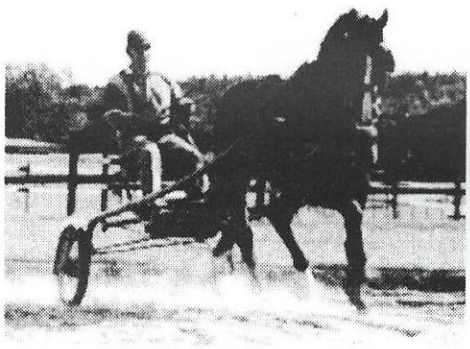
Jim Simpson, of Southern Pines, won the Open Pair Horse Championship and the Pairs Grand Champion for the 1995 Carriage Classic in the Pines.

DRIVING TRAINING VIDEOS

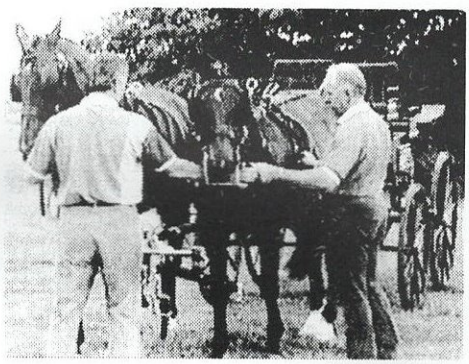
For years the driving world has been waiting for a learning and instructional video for driving training.

Now it is available!!! My friends and co-four-in-hand drivers Nicke and Christer Palsson from Sweden, along with commentator Peter Scowcroft have produced a set of 3 videos. These three videos are not only brilliantly produced but will relate to drivers at any level from beginners to advanced, giving valuable information from when the harnessing begins until you are driving your single, pair or four-in-hand.

These three videos can be purchased at a price of $45 each or in a package of all three for $125. These videos cannot be copied and must be purchased from Bill & Linda Long using the form below. Allow 3 to 4 weeks for delivery.



"Basics In Groundwork"



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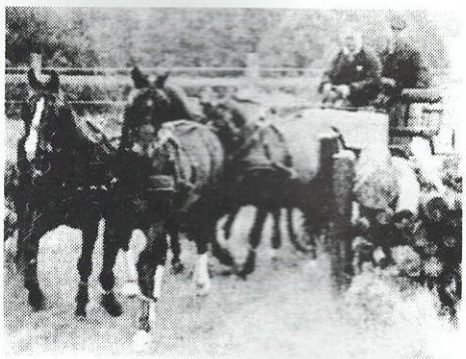


"Training for Competition"

- - - -

Columbia County Coaching Society Driving Show

by Lynne Miller

The threat of thunder showers didn't keep people away from the 20th running of the Columbia County Coaching Society's annual pleasure driving show on June 11, 1995. As befitting the traditions of driving, the show was again held on the beautiful front lawn of Lindenwald, the Martin Van Buren National Historic Site in Kinderhook, New York.

Attending the show either as a spectator or a participant, makes a most enjoyable outing. Friendliness and smiles abound as the horses, ponies, and carriages drive around the grounds. This is an excellent opportunity for increasing one's knowledge of this popular, growing sport. Experienced whips are ever ready to give helpful hints on how to get started or to share training and turnout tips. An additional feature of this day was the Old Chatham Hunt's narrated presentation that told the background and practices of this horse sport.

A very special presentation was made this year to Ethelyn and Sumner Bates who are retiring from active carriage driving and training. They have long been known for their expertise in all aspects of pleasure driving, showing, and carriage restoration. Well wishes, hearty "thanks", and hopes that they will not be strangers at future activities went with them in their victory lap.

Information on the Martin Van Buren Historic site can be obtained at (518) 785-9689. For information on the Columbia County Coaching Society call (518) 283-4850.

Jennifer Cebula showed her 5 year old Clydesdale at the CCCS Show.
photo by Equi Products

The Sportsmanship Award was presented to George Gallow.
photo by Equi Products

Results - Pleasure Driving

Weston Carriage Society Driving Show

Weston, MA
April 29, 1995
Judge: Claudia Cordeiro

Working, Maiden Horse: 1. Laurie Smigelski, 2. Frances Maxwell, 3. Brenda Rosignoli, 4. Helen Naylor. **Working, Maiden Driver:** 1. Diane Garte, 2. Michele Gougeon, 3. Bette Richard, 4. Frances Maxwell, 5. Jon Woodhall, 6. Helen Naylor. **Working, Section 1:** 1 Bob Patterson, 2. Lisa Comeau, 3. Ceacy Griffin, 4. Ed Barker, 5. David Arnold. **Reinsmanship, Section 1:** 1. Ceacy Griffin, 2. Brenda Rossignoli, 3. Carla Skinder, 4. Ansley Newton, 5. Mike Dunn, 6. Wilson Groves. **Reinsmanship, Section 2:** 1. Robin Groves, 2. Laurie Smigelski, 3. Bob Patterson, 4. David Arnold, 5. John Ryan, 6. Jon Woodhall. **Obstacles, Timed, Section 1, Maiden Horse or Driver:** 1. Laurie Smigelski, 2. Dave Millard, 3 Helen Naylor, 4. David Arnold, 5. Joan Richards, 6. Victoria Surr. **Obstacles, Timed, Section 2:** 1. Lisa Comeau, 2. Joan Richards, 3. Carla Skinder, 4. Ansley Newton, 5. Wilson Groves, 6. Robin Groves. **Dressage, Modified Training Test 1:** 1. Peggy Marsh, 2. Michele Gougeon, 3. Diane Garte, 4. Bob Patterson, 5. Bette Richard, 6. Victoria Surr. **Modified Preliminary Test 1:** 1. Carla Skinder, 2. Lisa Comeau, 3. Laurie Smigelski, 4. Ceacy Griffin, 5. Pat Morse, 6. Robin Groves. **Hazards, Section 1:** 1. David Millard, 2. Bob Patterson, 3. John Ryan, 4. Ceacy Griffin, 5. Laurie Smigelski, 6. Pixie Lauer. **Hazards, Section 2:** 1. Norm Cease, 2. Sam Harrity, 3. Lisa Comeau, 4. Robin Groves, 5. Mike Dunn, 6. Greg Cuffey. **Marathon, Pace, Section 1:** Bette Richard, 2. David Millard, 3. Lisa Comeau, 4. Robin Groves, 5. Ceacy Griffin, 6. Sam Harrity. **Marathon, Pace, Section 2:** 1. Bob Patterson, 2. Laurie Smigelski, 3. Carla Skinder, 4. Pat Morse, 5. Mike Dunn, 6. David Smith.

The Carriage Classic in the Pines

Pinehurst Harness Track Complex,
Pinehurst, NC
May 6-7, 1995
Judge: Debbie Banfield

DRESSAGE: Training, Single Horse: 1. Patricia Granzyk, 2. Dede Bushneck, 3. Joan Wheeler, 4. Barbara Davis, 5. Alphonso Hargrove, 6. Katrina Becker. **Training, Single Pony:** 1. Maureen Quinn, 2. Angela Baldwin, 3. Betsy Cowperthwaite, 4. Linda Ward, 5. Susan Wright, 6. Edie Overly. **Training, Pair Horse:** 1. Brenda Bishop. **Training, Pair Pony:** 1. Mary Gray, 2. Darrell Wood. **Preliminary, Single Horse:** 1. Barbara Davis, 2. Margaret Covington, 3. Marcia Bryant, 4. Robert Anholt, 5. Donald Padgett, 6. Mary Harriss. **Preliminary, Single Pony:** 1. Lori Winpenny, 2. Betsy Cowperthwaite, 3. Deborah Bowden, 4. William Keathley, 5. Angela Baldwin, 6. Craig Kellogg. **Preliminary, Pair Horse:** 1. Jim Simpson, 2. Lindsay Taliaferro. **Preliminary, Pair Pony:** 1. Lindsay Taliaferro. **NOVICE HORSE/PONY: Working, Single:** 1. Margaret Covington, 2. Alphonso Hargrove, 3. Dede Bushneck, 4. Light Cook, 5. Mary Harriss, 6. Barbara Meloy. **Reinsmanship, Single:** 1. Margaret Covington, 2. Dede Bushneck, 3. Alphonso Hargrove, 4. Elizabeth Walker, 5. Light Cook, 6. Marris Harris. **Working, Pair:** 1. Ennis Hester, 2. Mary Gray. **Reinsmanship, Pair:** 1. Mary Gray, 2. Ennis Hester. **MAIDEN WHIP,HORSE/PONY: Working, Single:** 1. Linda Ward, 2. Lori Winpenny, 3. Barbara Simpson, 4. Katrina Becker, 5. Ann Williams, 6. Maureen Quinn. **Reinsmanship, Single:** 1. Linda Ward, 2. Lori Winpenny, 3. Barbara Simpson, 4. Nancy Faller, 5. Ann Davis, 6. Andy Austin. **Working, Pair:** 1. Ennis Hester. **Reinsmanship, Pair:** 1. Ennis Hester, 2. Darrell Wood. **OPEN DIVISION: Turnout, Single Horse:** 1. Mark Schofield, 2. Barbara Davis, 3. Joan Wheeler, 4. Patricia Granzyk, 5. Marcia Bryant, 6. Hubert Ward. **Reinsmanship, Single Horse:** 1. Mark Schofield, 2. Marcia Bryant, 3. Joan Wheeler, 4. Patricia Granzyk, 5. Alphonso Hargrove, 6. Donald Padgett. **Working, Single Horse:** 1. Mark Schofield, 2. Alphonso Hargrove, 3. Marcia Bryant, 4. Joan Wheeler, 5. Patricia Granzyk, 6. Donald Padgett. **Turnout, Pair Horse:** 1. Jim Simpson. **Reinsmanship, Pair Horse:** 1. Jim Simpson, 2. Ennis Hester. **Working, Pair Horse:** 1. Ennis Hester, 2. Jim Simpson. **Turnout, Single Pony:** 1. Marty O'Rourke, 2. Deborah Bowden, 3. Linda Ward, 4. William Keathley, 5. Susan Wright, 6. Lindsay Taliaferro. **Reinsmanship, Single Pony:** 1. Deborah Bowden, 2. William Keathley, 3. Lindsay Taliaferro, 4. Susan Wright, 5. Edie Overly, 6. Marty O'Rourke. **Working, Single Pony:** 1. Deborah Bowden, 2. Edie Overly, 3. Marty O'Rourke, 4. William Keathley, 5. Lindsay Taliaferro, 6. Craig Kellogg. **Turnout, Pair Ponies:** 1. Lindsay Taliaferro, 2. Alvin Rosenberg. **Reinsmanship, Pair Ponies:** 1. Lindsay Taliaferro, 2. Alvin Rosenberg. **Working, Pair Ponies:** 1. Lindsay Taliaferro. **Turnout, Multiple Horses/Ponies:** 1. Brenda Bishop. **Reinsmanship, Multiple Horse/Ponies:** 1. Brenda Bishop. **Working, Multiple Horse/Ponies:** 1. Brenda Bishop. **TIMED OBSTACLES: Single Horse:** 1. Alphonso Hargrove, 2. Mark Schofield, 3. Robert Anholt, 4. J. T. Thompson, 5. Ann Davis, 6. Patricia Granzyk. **Single Pony:** 1. Linda Ward, 2. Marty O'Rourke, 3. William Keathley, 4. Craig Kellogg, 5. Edie Overly, 6. Deborah Bowden. **Pair Horse:** 1. Jim Simpson, 2. Wayne Hussey. **Pair Pony:** 1. Darrell Wood, 2. Lindsay Taliaferro, 3. Alvin Rosenberg. **Multiple Horse/Pony:** 1. Brenda Bishop. **PLEASURE MARATHON: Single Horse:** 1. Mark Schofield, 2. Patricia Granzyk, 3. Joan Wheeler, 4. Marcia Bryant, 5. Mary Edwards, 6. (tie) Katrina Becker, Hubert Ward. **Single Pony:** 1. Harriet Kiehl, 2. William Keathley, 3. Maureen Quinn, 4. Susan Wright, 5. Lori Winpenny, 6. Ann Williams. **Pair Horse:** 1. Jim Simpson. **Pair Pony:** 1. Lindsay Taliaferro, 2. Craig Kellogg, 3. Alvin Rosenberg. **Multiple Horse/Pony:** 1. Brenda Bishop, 2. Scott Padgett. **Commercial:** 1. Wayne Hussey, 2. Jim Van Camp. **FAULT AND OUT: Single Horse:** 1.Don Padgett, 2. Robert Anholt, 3. Linda Sewall, 4. J. T. Thompson, 5. (tie) Mary Harriss, Mark Schofield. **Single Pony:** 1. Marty O'Rourke, 2. Linda Ward, 3. William Keathley, 4. Deborah Bowden, 5. Lori Winpenny, 6. Susan Wright. **Pair Horse:** 1. Wayne Hussey, 2. Jim Simpson. **Pair Pony:** 1. Craig Kellogg, 2. Mary Gray, 3. Alvin Rosenberg, 4. Lindsay Taliaferro. **Multiple Horse/Pony:** 1. Brenda Bishop. **Novice Horse/Pony Champion:** Alphonso Hargrove, Reserve: Dede Bushneck. **Maiden Whip Champion:** Linda Ward; Reserve: Lori Winpenny. **Open Single Horse Champion:** Mark Schofield; Reserve: Alphonso Hargrove. **Open Single Pony Champion:** Deborah Bowden; Reserve: Susan Wright. **Open Pair Horse Champion:** Jim Simpson; Reserve: Wayne Hussey. **Open Pair Pony Champion:** Lindsay Taliaferro; Reserve: Alvin Rosenberg. **Grand Pairs Champion:** Jim Simpson. **Open Multiple Horse/Pony Champion:** Brenda Bishop. **High Score Training Level Dressage:** Mary Gray. **High Score Preliminary Dressage:** Lori Winpenny. **Marathon Champion:** Wayne Hussey; Reserve: Mark Schofield. **Concours d'Elegance Winner:** Lindsay Taliaferro.

Vermont Spring Horse Show

Northampton, MA
May 19 - 20, 1995
Judge: Craig Kellogg

Dressage, Training Level Test 1, Single Horse: 1. Richard Walis, 2. R. Lani Sattler, 3. Martha Wetmore, 4. John Ryan, 5. Lance Wetmore, 6. Patricia Doyle. **Dressage, Preliminary Level Test 2, Single Horse:** 1. Peter A. Bravmann, 2. Carol Wilkinson, 3. Dr. Pam Sorton, 4. R. Lani Sattler, 5. Patricia Doyle, 6. Martha Wetmore. **Working, Maiden Driver:** 1. Virginia Libera, 2. Richard Wallis, 3. Barbara Pauli, 4. Rita Horowitz. **Working, Novice Driver:** 1. John Ryan. **Working, Single Horse:** 1. Carol Wilkinson, 2. Peter Bravmann, 3. Dr. Pam Sorton, 4. Lois Holtby, 5. Martha Wetmore, 6. R. Lani Sattler. **Reinsmanship, Maiden Driver, Single Horse:** 1. Barbara Pauli, 2. Virginia Libera, 3.

Richard Wallis, 4. Rita Horowitz. **Reinsmanship, Single Horse:** 1. Lois Holtby, 2. R. Lani Sattler, 3. Peter Bravmann, 4. Dr. Pam Sorton, 5. Martha Wetmore, 6. Carol Wilkinson. **Dressage, Intermediate Level Test 1:** 1. Lois Holtby, 2. Peter Bravmann, 3. Dr. Pam Sorton. **Timed Obstacles, Maiden Driver:** 1. Virginia Libera, 2. Richard Wallis, 3. Barbara Pauli. **Timed Obstacles:** 1. John Ryan, 2. Patricia Doyle. **Timed Obstacles:** 1. Dr. Pam Sorton, 2. Peter Bravmann, 3. Martha Wetmore, 4. Lance Wetmore, 5. R. Lani Sattler, 6. Carol Wilkinson. **Pleasure Marathon, Maiden Driver:** 1. Barbara Pauli, 2. Richard Willis, 3. Virginia Libera. **Pleasure Marathon, Novice Driver:** 1. John Ryan, 2. Patricia Doyle. **Pleasure Marathon:** 1. Carol Wilkinson, 2. R. Lani Sattler, 3. Peter Bravmann, 4. Dr. Pam Sorton. **Maiden Driver Champion:** Richard Wallis; Res: Virginia Libera. **Novice Driver Champion:** John Ryan; Res: Patricia Doyle. **Open Driver Champion:** Peter A. Bravmann; Res: Dr. Pam Sorton. **Bill Ward High Point Vermont Owner:** Dr. Pam Sorton.

Pacific Region Driven Dressage Festival

Wind Tree Ranch, CA
May 26-29, 1995
Judges: Bill Long, Sheila Alexander, Ingun Littorin

Training, Single Pony, Open: 1. Lucia Davis-Roda. **Training, Single Horse, Open:** 1. Cynthia Binder, 2. Tony Nottoli, 3. Patty Nottoli. **Training, Single, Novice Driver:** 1. Cynthia Binder, 2. Patty Nottoli, 3. Lynn Lawyer, 4. Lucia Davis-Roda. **Training, Single, Novice Horse:** 1. Cynthia Binder, 2. Patty Nottoli, 3. Mo Bakke, 4. Frank Tousignant. **Training, Single Novice Pony:** 1. Lynn Lawyer, 2. Lucia Davis-Roda, 3. Janina Owens. **Training, Multiple Open Horse/Pony:** 1. Nancy Tully, 2. Richard Gearhart. **Preliminary, Single, Open Pony:** 1. Janina Owens, 2. Lucia Davis-Roda. **Preliminary, Single Open Horse:** 1. Dave Schumaker, 2. Jonni Jewell, 3. Judith Leavelle, 4. Geraldine Poirier. **Preliminary, Single Limit Horse:** 1. Cynthia Binder, 2. Jonni Jewell, 3. Frank Tousignant, 4. Dave Schumaker. **Preliminary, Pair, Open Horse/Pony:** 1. Richard Gearhart, 2. Judy Leavelle **Preliminary, Single, Limit Pony:** 1. Lucia Davis-Roda. **Tandem, 4-in-hand test 5, Open:** 1. Nancy Tully. **Intermediate Single Horse/Pony:** 1. Randy McFarland, 2. Janina Owens, 3. Judy Leavelle. **FEI Advanced Test 4, Open:** 1. Randy McFarland. **Training Level Pony, The Anne Westerman Trophy:** Champion & Reserve: Lynn Lawyer. **Training Level Horse, The Mary Susan Brown Trophy:** Champion & Reserve: Cynthia Binder. **Preliminary Level Horse, Driving West Trophy:** Champion: Jonni Jewell; Reserve: David Schumaker. **Preliminary Level Multiple: Vulcan Mesa Ranch Trophy:** Champion: Richard Gearhart; Reserve: Judy Leavelle. **Preliminary Pony Trophy: Carolyn Harris Trophy:** Champion: Janina Owens. **Intermediate Trophy: Hardy & Jutta Zantke Trophy:** Champion: Judy Leavelle.

Brandywine Carriage Driving Show

Red Willow Farm, Unionville, PA
June 11, 1995
Judge: Kenneth Wheeling

Working, Novice: 1. Wendy Williams, 2. Sallie Dixon, 3. Janet Wolf, 4. Tracey Freeman, 5. Kathleen Daskavich, 6. Beverly Simkins. **Working, Pony:** 1. Katie Whaley, 2. Mrs. F. C. Whaley, Jr., 3. Denise Walsh, 4. Lisa Knox, 5. Susan Andrews, 6. Jeannie Steigerwalt. **Reinsmanship, Novice:** 1. Tracey Freeman, Kati Dadonna, 3. Janet Wolf, 4. Beverly Simkins, 5. Sallie Dixon, 6. Betty Boyle. **Reinsmanship, Pony:** 1. Katie Whaley, 2. Jennifer Knox, 3. Mrs. F. C. Whaley, Jr., 4. Denise Walsh, 5. Louisa Emerick, 6. Joanne Zhelesnik. **Working, Horse:** 1. Jane Amsterdam, 2. Richard O'Donnell, 3. Claire Reid, 4. William Orth, 5. Marcia Smith, 6. Loretta Conaty. **Working, Multiples:** 1. Robert Dunn, 2. Mike Keatley, 3. Louisa Plummer, 4. Jamie O'Rourke, 5. F. C. Whaley, III, 6. Stirling Graburn. **Reinsmanship, Horse:** 1. Jane Amsterdam, 2. Claire Reid, 3. Loretta Conaty, 4. Marcia Smith, 5. Richard O'Donnell, 6. Jaqueline Musler. **Reinsmanship, Multiples:** 1. Mike Keatley, 2. Jamie O'Rourke, 3. Louisa Plummer, 4. Lisa Knox, 5. Robert Dunn, 6. Tracey Freeman. **Concours D'Elegance:** 1. Jane Amsterdam. **Junior Whip:** 1. Emily Steigerwalt, 2. Jennifer Knox, 3. Joanne Zhelesnik, 4. Ian Andrews, 5. Sharon Maher. **Gentleman to Drive:** 1. Richard O'Donnell, 2. Robert Dunn. **Lady to Drive, Pony A:** 1. Louisa Emerick, 2. Sandra Hirsh, 3. Betty Boyle, 4. Lisa Knox, 5. Ellie Brown, 6. Cathryn Heagy. **Lady to Drive, Horse B:** 1. Jane Amsterdam, 2. Kati Dadonna, 3. Marcia Smith, 4. Beverly Simkins, 5. Tracey Freeman, 6. Jacqueline Musler. **Antique Carriage:** 1. Jane Amsterdam, 2. Janet Wolf, 3. Louisa Plummer, 4. Ellie Brown, 5. Jean Thompson, 6. Robert Dunn. **Timed Obstacles, Novice:** 1. Sallie Dixon, 2. Betty Boyle, 3. Jeri Miller, 4. Debbie Camplone, 5. Beverly Simkins, 6. Wendy Williams. **Timed Obstacles, Pony:** 1. Susan Andrews, 2. Katie Whaley, 3. Denise Walsh, 4. Joann Zhelesnik, 5. Jeannie Steigerwalt, 6. Mrs. F. C. Whaley, Jr. **Timed Obstacles, Horse:** 1. William Orth, 2. Jean Thompson, 3. Richard O'Donnell, 4. Jane Amsterdam, 5. Diane Uleau, 6. Stirling Graburn. **Timed Obstacles, Multiples:** 1. Jamie O'Rourke, 2. Mike Keatley, 3. Lisa Knox, 4. Diane Uleau, 5. Fred Whaley, III, 6. Karen Mullin. **Gamblers Choice, Novice:** 1. Tracey Freeman, 2. Beverly Simkins, 3. Debbie Camplone, 4. Wendy Williams. **Gamblers Choice, Pony:** 1. Susan Andrews, 2. Jennifer Knox, 3. Denise Walsh, 4. Katie Whaley, 5. Mrs. F. C. Whaley. **Gamblers Choice, Horse:** 1. Maurine Coffin, 2. Jean Thompson, 3. Carol McHale, 4. Loretta Conaty, 5. Jane Amsterdam. **Gamblers Choice, Multiples:** 1. Mike Keatley, 2. Fred Whaley, 3. Laura Morin. **Cross Country Obstacles, Novice:** 1. Tracey Freeman, 2. Sallie Dixon, 3. Betty Boyle, 4. Kathleen Dashkavich, 5. Debbie Camplone, 6. Wendy Williams. **Cross Country Obstacles, Pony:** 1. Susan Andrews, 2. Katie Whaley, 3. Mrs. F. C. Whaley, Jr., 4. Denise Walsh, 5. Joanne Zhelesnik, 6. Catherine Heagy. **Cross Country Obstacles, Horse:** 1. Carol McHale, 2. Maurine Coffin, 3. Stirling Graburn, 4. Loretta Conaty, 5. Jaqueline Musler, 6. Claire Reid. **Cross Country Obstacles, Multiples:** 1. Robert Dunn, 2. Mike Keatley, 3. Jamie O'Rourke, 4. George Fitzpatrick, 5. Fred Whaley, 6. Lisa Knox. **Novice Champion:** Tracey Freeman; **Pony Champion:** Katie Whaley; **Horse Champion:** Jane Amsterdam; **Multiples Champion:** Mike Keatley.

Columbia County Coaching Society

Kinderhook, NY
June 11, 1995
Judges: Claudia Cordeiro, Andrew Nanaa

Dressage, Training, Single Pony: 1. Martha Curro, 2. Becky Chartier, 3. Heather Van Oort, 4. Donald McGrath, 5. Ann Wiley. **Dressage, Preliminary, Single Pony:** 1. Donald Goyette, 2. Shanna Becker, 3. Deborah Manasse, 4. Suzanne Babcock, 5. George Gallow, 6. Ann Willey. **Dressage, Training, Single Horse:** 1. Chris Ingersoll, 2. Jeff Kelchner, 3. Sally Ann Gerelli, 4. Al Gerelli, 5. Carol Samson, 6. Sandra Sensel. **Dressage, Preliminary, Single Horse:** 1. Macy Hill, 2. Heather Oort. **Dressage, Training, Single Horse:** 1. Sue Evans. **Working, Novice:** 1. Becky Chartier, 2. Jennifer Kulesa, 3. Martha Curro, 4. Laurie Case, 5. Shelley Walker, 6. Deana White. **Working, Single Pony:** 1. Karen Burrows, 2. John Seminary, 3. Richard Ridge, 4. Suzanne Babcock, 5. Shanna Becker, 6. Ann Willey. **Working, Single Horse:** 1. Jeff Kelchner, 2. Macy Hill, 3. Heather Van Oort, 4. Chris Ingersol, 5. Ralph Shope, 6. Marilyn Coates. **Working, Multiples:** 1. Susan Evans, H. C. Jennifer Kulesa. **Reinsmanship, Novice:** 1. Martha Curro, 2. Laurie Case, 3. Becky Chartier, 4. Deane White, 5. Nellie Borell, 6. Edward Languish. **Reinsmanship, Single Pony:** 1. Karen Burrows, 2. Donald Goyette, 3. Suzanne Babcock,

Results continued on page 39

Central Region

With all of the shows within the region well on their way, and the many drivers participating in their club drives, it has been a very busy summer. A congratulations to another successful year for the Metamora C.D.E. The Metamora Carriage and Driving Association once again put a lot of hard work into the planning of the longest running Event in our region. Their enthusiastic group also put a lot of time into the successful Michigan Horse Show Association Spring Show. To add to the dedication of the area they have also offered two clinic's one with Bill Long, and another with Holly Thompson. The photography work of the new famed Show Photographer Ann Pringle is very impressive. Congratulations Ann for a great job! Also the driver Barbara Chapman has now moved into the Advanced circuit and won at the Yellow Frame C.D.E. Great job Barbara. Brian Robertson, driving his pair of Cleveland Bay's, came from Owosso, MI. to participate in the Regional Clinic held in Georgetown, KY. The club picnic drives have increased in participation offering good food and something for all their membership. I am very impressed with the club news letter, Carriage Tracks, and I thank you for sending me these every month.

In Indiana the new club Whips & Wheels is doing great. This club was started by a enthusiastic driver Linda Copeland. They started their monthly meetings in February 1995. The club actively helps Bill Duke and Carol Halcomb with the successful Indiana Combined Driving Event held at the Hoosier Horse Park. A thanks to all the hard work that goes into this popular new upcoming event. Also it was good to see Linda Copeland, driving her single from Greenwood, IN. and Tino Larqura, driving his pair of Hackney horses, from Crown Point, IN participate in the Regional Clinic held in Georgetown, KY.

In Ohio I received a letter from Kathy Dennis from Shaker Heights OH. Kathy is a member of the Western Reserve Driving Club based near Cleveland OH. The club itself enjoys the more pleasurable social drives, but there are about 15 people that could possibly help Kathy with a pleasure show. I was excited to hear that the Region could generate the enthusiasm for a show to possibly bloom in OH. Some drivers enjoy the discipline of preparing for a Show, a pleasure drive or an Event. The daily routine for the horses stay more regular. Kathy shows that kind of enthusiasm but needs more support in her area to pull it off. If anyone is interested in helping Kathy get this Pleasure show off the ground, her address is 3666 Townley Rd., Shaker Heights, OH 44122. The State fair held in Columbus averages 10 entries in their carriage driving classes. I haven't heard from the Black Swamp Driving Club - hope all is well. The Ohio Valley Carriage Club is always busy with monthly get togethers of driving and pot luck dinners. Their club member Darrell Ernst has organized a quickly growing festivity call the Wagonmasters Parade and Horse Show. This show offers a variety of pleasure driving classes and was held in July in Bethal, OH. I would like to thank the following people for bringing their horses to the Regional Clinic also: Tom Mezick from Lebanon, OH., Linda Evans from London, OH., Muriel Frasca from Springfield, OH., Linda Freeman from Lebanon, OH. and Helaine Winfield from Cincinnati, OH. Your participation added to the success of the Clinic.

The Hub club has stayed very busy with all types of driving activities and I would like to thank you for sending me the very impressive monthly newsletter, "The Wheel to Wheel". I enjoy reading them and the educational content is very good. Their club is working on a new logo, discussing the potential of a Charity Fund Raiser event to benefit the disabled Driving or Riding. A thank you to all that have worked so hard on the Barrington Horse Show and the St. James Farm C.D.E. All your hard work is very much appreciated by all. Hope all is well with the Barrington Hills Carriage Society, I miss getting your newsletters.

In Kentucky we were all thrilled to host the C.A.A. conference at the Kentucky horse Park. The Spokes & Spurs members helped with the organizing of the Pleasure drives, cross country courses, and the Kentucky Hunt Drive. Thanks to Dr. H Sutton and his father Dr. Harley Sutton, to Ray and Janice Keeney and their committee, and my husband Dana Banfield, Gail Bradley and all other volunteers that helped out. The Regional Clinic held at the Gayla Driving Center was a success. With clinician Bill Long we scheduled a full 22 lessons and had over 30 auditors. The weather was beautiful and unbelievably cool especially for July. The Banquet catered by our club member Lisa Brooks was outstanding. It was the first official opening of the new Gayla Driving Center facility in Georgetown, Truly a great weekend! The plans are up coming for this year's Kentucky Gayla C.D.E. Last year during the move to Kentucky I had to find a new show secretary. A dear friend of mine, Bill McClintock, volunteered for the job. His health has been less than fortunate and he will not be able to fulfil this task. Hope you get better Bill, and my thoughts are with you. The new show secretary is Debbie Leigh at 3327 Cynthiana Rd., Georgetown, KY. 40324 (502) 863-5113 or 863-3335. The Spokes and Spurs Driving Club will be driving an exhibition at the Kentucky Horse Fair held at the Kentucky Horse Park at the end of July. Also the Julep Cup Carriage Classic, organized by Ray Keeney, is always a event well received by all. This is a horseless carriage competition held in August. I would like to thank the following drivers for their participation in the Regional Clinic: Dr. Donald Jacobs from Georgetown, KY., Janice Keeney from Independence, KY., Cindy Goff from Lexington, KY., Judy Haas from Louisville, KY., Linda Kennard from Louisville, KY., Mindy Howard from Winchester, KY., Dr. H. Sutton from Georgetown, KY., and Jack Goodman from Georgetown, KY.

I have always adored driving and also have a closeness for the Central Region of the United States. I was born in Richmond, IN., spent most of my years in Illinois, lived in Ohio for 6 years, visited Michigan many times, and now live in the Bluegrass of Kentucky. Thank you for all the phone calls and letters for they are very much appreciated.

Debbie Banfield
Central Regional Representative

Mid-Atlantic Region

This season has started off in a big way in the Mid-Atlantic region, what with many picnic drives, shows, clinics and CDEs. Many clubs have been having educational days in the form of fun shows, clinics, seminars, mini marathons, and dressage shows, which show a lot of interest from many new drivers. These shows are geared to encourage newcomers to get their feet wet in a safe atmosphere with knowledgeable people around to help and give advice. It's also a great way to get your young horses and ponies out without having to pay a fortune for entries and stabling. One club even had a Versatility Test including an English under saddle class, a Western under saddle class, a Trail class, and driving classes. A lot of fun for everybody!

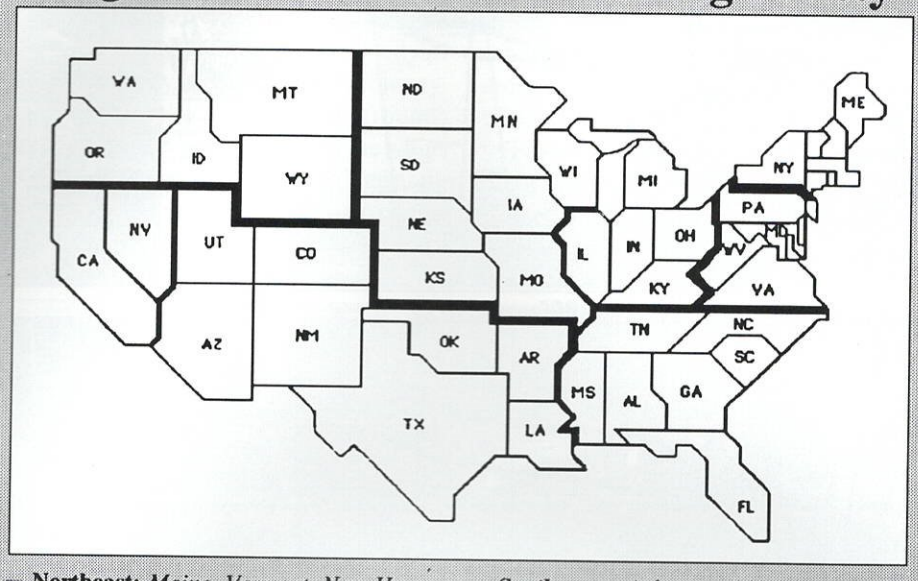
The Mid-Atlantic Teams did great at the Masters Team Challenge at the Festival at Gladstone this June. In fact, they swept the first 3 places! Hooray for all the competitors who participated.

We are also very proud of one of our members, Lisa Singer, for making the Pairs team that is going to Poland. Good luck!!

As usual, I am very interested in hearing from any of you who might have a question or some news from any of the clubs in the region. Please feel free to call me at 703-554-8267 anytime.

Muffy Seaton
Mid-Atlantic Regional Representative

Regions of The American Driving Society



Northeast: *Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut and New York.* **James Granito,** 302 McKinstry Rd., Gardiner, NY 12525. 914-942-1229

Mid-Atlantic: *New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Virginia & Washington, D.C.,* **Muffy Seaton,** Rt. 2, Box 172-J, Bluemont, VA 22012. 703-554-8267

Southeast: *South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee & North Carolina,* **Linda Long,** P.O. Box 2349, Southern Pines, NC 28388. 910-692-0943

Central: *Kentucky, Indiana, Illinois, Ohio and Michigan.* **Debbie Banfield,** 3329 Cynthiana Rd., Georgetown, KY 40324. 502-863-5113

Southwest: *Arkansas, Oklahoma, Louisiana, Texas, New Mexico, Arizona, Colorado, and Utah .* **Marybeth Goree,** Route 1, Box 8, Coolidge, AZ 85228, 602-723-3718.

Northwest: *Wyoming, Idaho, Montana, Washington, and Oregon and Alaska.* **Peter Lofgren,** 41227 188th St., S.E., Enumclaw, WA 98022, 360-825-6303.

Midwest: *Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Nebraska, Kansas and Missouri.* **Wayne Kramer,** Rt. 1 Box 70-A2, Denton, NE 68339. 402-797-5865

Pacific: *California, Nevada, and Hawaii.* **Randy McFarland,** 1889 Gratton St., Riverside, CA 92504, 909-687-5549.

Northwest Region

The big news for the area is the establishment of the Western States Championship in Combined Driving which will begin in 1996 at Parker, Colorado hosted by Peter Dallow. This championship between the Pacific, Southwest and Northwest Regions has been spearheaded by Pacific Regional Representative Randy McFarland who will provide the readers with more information in his report. Thank you Randy for your work on this project.

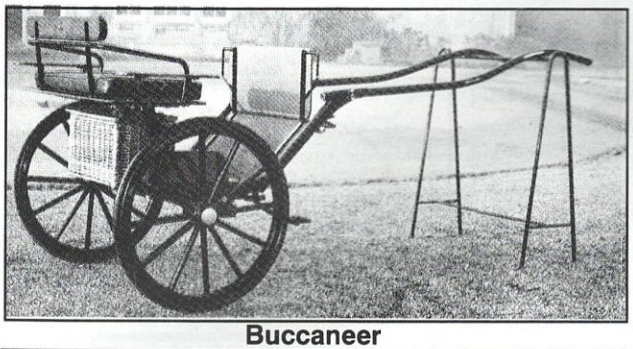
Our Combined Driving Events are just getting started with 1 in July, 2 in August, 3 in September and 1 in October. The Pleasure Driving show that was held in May, was again a success and we look forward to having it again next year. Tim Wright, Bill Long and Weibe Dragstra have all had well attended clinics so far this year and the Heiner Merk clinic is still to come. A total recap of our 1995 activities will be published in the December issue of *The Whip*. Til then, Happy Driving.

Peter Lofgren, Northwest Regional Rep.

Pleasure Driving Results continued from page 37

4. Anne Willey, 5. Shanna Becker, 6. Richard Ridge. **Reinsmanship, Single Horse:** 1. Jeff Kelchner, 2. Macy Hill, 3. Marilyn Coates, 4. Ralph Shope. **Reinsmanship, Multiples:** 1. Susan Evans, H. C.: Jennifer Kulsea. **Cross Country, Novice:** 1. Sandra Sensel, 2. Edward Languish, 3. Shelley Walker, 4. Robert Walker, 5. Jennifer Cebula, 6. Ria Purcell. **Cross Country, Single Pony:** 1. Suzanne Babcock, 2. Shanna Becker, 3.John Seminary, 4. Donald Goyette, 5. Deborah Manasse, 6. Karen Burrows. **Cross Country, Single Horse:** 1. Jeff Kelchner, 2. Ralph Shope, 3. Al Gerelli, 4. Heather Van Oort, 5. Marilyn Coates, 6.Macy Hill. **Cross Country, Multiples:** 1. Susan Evns. **Pick Your Own Route:** 1. Suzanne Babcock, 2. Deborah Manasse, 3. Chris Ingersoll, 4. Donald Goyette, 5. Heather Van Oort, 6. Ann Willey. **Special Award, Concours d'Elegance:** Macy Hill. **Special Award, Sportmanship Award:** George Gallow. **Special Award, Charles W. Kellogg Memorial Award (Team Competion):** Saratoga Driving Association (Shanna Becker, Becky Chartier, Suzanne Babcock, Carol Samson.) **Special Award, Grand Champion Dressage:** Chris Ingersoll. **Special Award, Pleasure Driving Champion:** Jeff Kelchner; Res: Karen Burrows. **Special Award, Novice Champion:** Becky Chartier; Res: Martha Curro.

BENNINGTON CARRIAGES



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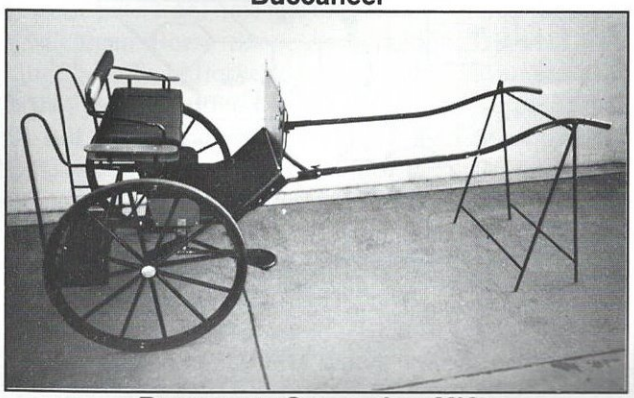

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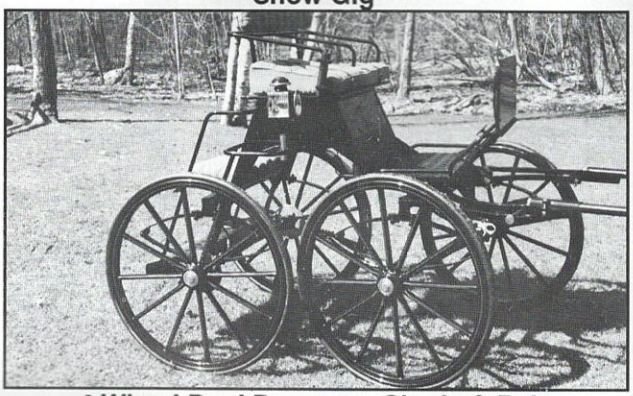

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★ ★ ★ ★ Upcoming Auction Dates - 1995 ★ ★ ★ ★

Martin Auctioneers, Inc. is please to announce the following auctions for the remainder of 1995. BUT, we still have available dates for your auction. Contact our office any weekday for additional information regarding any or all of these events.

- **Fri., Sept. 22 & Sat., Sept. 23 -** Estate of Mary E. Miller, Tentucky Farms, Lewisburg, TN. Large two day auction including draft horse size carriages & wagons; farm machinery; numerous amount of draft horse & mule size collars, sets of harness & appointments; trucks & trailers; early industrial equipment; approx. 100 saddles of all types; double set of US Army harness; many items too numerous to mention. Detailed flyers available by contacting our office. **Estate Auction, no consignments accepted for this auction!.**
- **Saturday, October 7 -** National Orange Show at San Bernardino, CA. Now accepting consignments for this annual event. H.D. vehicles will include restored, original & restorable conditions for horses and ponies; commercial wagons; pleasure driving carts and buggys; competition vehicles (2 & 4 wheel); farm wagons; sleighs; running gears; wagon wheels & many other items.
- **Friday, October 27 & Sat., Oct. 28 -** A & R Livestock in Lake View Terrace, California starting at 9:00 am each day. Approx. 40-50 horse drawn wagons, hearse, buggys & carts, farm wagons, US Army escort wagons & ambulance; period dressing for horses; race horse equipt; saddles; harness; rifle scabbards, etc. Also 15-20 riding & driving horses. Detailed flyer available. Please contact office.
- **Friday, November 17 and Saturday, November 18 -** Fall Consignment Auction of Carriages, Sleighs & Antiques. **Catalog deadline for horse drawn vehicles. October 13, 1995.** Call our office for consignment contracts, etc.

February 2 &3, 1996 — National Orange Show , San Bernardino CA

Names and addresses are invited for our specialized mailing list. For additional information regarding any of these auctions or to discuss your auction, please contact our office any weekday between 10 a.m. and 4 p.m.

Columbia County Coaching Society June Pleasure Drive

by Lynne A. Miller

The Columbia County Coaching Society held its first pleasure drive of the season on Saturday, June 17, 1995. Using the Rensselaer County Fairgrounds in Schaghticoke, NY as our base, six carriages and one rider moved off shortly after 10 o'clock.

The grassy spaciousness of the fairgrounds gave everyone a chance to loosen up and find a place in line where their horse or pony would travel best. After lining out, our route took us through the dirt roads of St. John's Cemetery and, with the help of the New York State Police, across Route 40 N to the quiet, rural, paved roads of this agricultural region. A couple of miles further on we travelled along a high, open stretch which gave us fine views of the Adirondacks to the north and west and of the Green Mountains of Vermont to the east. Dairy cows greeted us at two busy farms and, residents all along the way called their greetings and took photos. A dirt road, midway, provided the opportunity for a good road trot before we again crossed Route 40N at Crandall's Corners. Timing was perfect as the NYS Police met us there to help cross. Continuing along the winding country roads, we enjoyed the fine late spring weather. The final leg of the drive was through the shady, tree lined dirt roads of the very old Elmwood Cemetery. These beautifully maintained grounds evoked many ooh's and ah's from the whips and passengers as we made our leisurely way past the countless American flags, monuments, gardens, and pond. Arriving back at the fairgrounds, horses were hosed off and made comfortable. People gathered around the picnic table for lunch, conversation, and plans for future drives.

Tentative plans are for a pleasure/picnic drive once a month in various parts of the Columbia County Coaching Society's membership area. For membership information, telephone 518-283-4850.

Mr. and Mrs. Vollkommer and their Standardbred returning from the drive.
photo by Equi Products

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Pleasure Driving Interest Sparked in San Diego

by Maria Foster

The morning of May 20 came like any other at the Broken Spoke Ranch in Jamul, California, but this particular Saturday would be a full one for ranch owners Kathleen McLaughlin and John Hutchinson, as the couple was hosting a "Learn to Drive: clinic, the first of its kind in the San Diego area. The idea for the clinic was gradually developed through discussions and sentiments McLaughlin overheard expressed by many drivers at local events and she asked Doug Untiedt, a trainer who owns Cameron Valley Stables in Campo to teach participants about carriage driving.

Untiedt began training horses in 1976 and specializes in Morgans and Arabs. He holds the Regional National Morgan Horse Championship in Western Pleasure, English Pleasure, Hunt Pleasure, Park Saddle, Carriage Driving and Pleasure Driving. Untiedt also possesses an AHSA judges card.

McLaughlin has been riding since childhood and began carriage driving in 1986. She participated in her first Combined Driving Event in 1987 and in June of 1993 was a referee at the Festival of Champions. In October '93 she was a referee at the World Pair Driving Championship and rode with the German team. McLaughlin has taught her husband and grandson to drive. Both have gone on to show successfully and she takes great pride in being able to share her pastime with her family.

Assisting McLaughlin in the clinic, in addition to Untiedt, were Ally Untiedt, Doug's wife, and Kathy Kates, an accomplished Fjord horse driver. Both women trailered their horses and carts to the event in order to ensure that participants would have the access and ability to get close to the subject at hand. Also providing tutelage were: Irene Gillis owner of Gilcrest Welsh Ponies; Diane Durant, Morgan horse trainer; Alice Kutsch, trainer. All of the "teachers" volunteered their time and effort to help expand the popularity of carriage driving.

The morning session began at 9 a.m. with Untiedt talking about what makes a good driving horse, he cautioned that it is possible to tell if a horse will take to driving from the beginning. While instructing participants in the methods of lunging, long-lining, and ground driving, he emphasized that while training one should not to push their horse to the next level until the fundamentals have been learned. The whole idea behind the clinic was to encourage interested parties to take the next step to participation. Everyone broke into small groups and learned each part of the harness and its function. A demonstration was given to show how to harness and individuals were encouraged to practice.

After the morning clinic participants were given a lunch break during which barbecued hotdogs and hamburgers were prepared by McLaughlin's husband, Chef Hutchison. Shade and beverages were also available and while relaxing many participants took the opportunity to find out more about driving by asking questions and getting closer to horses and trainers. Kates, and her husband Bruce, were approached by several people wanting to know more about their unusual Fjord mare, Marita. Because of its unique mane and docile nature, the Norwegian horse not only looks good in front of a carriage Kates says she is very compatible to carriage driving.

During the afternoon horses were hitched to carts and individualized instructions were given to all who held an interest. Many adults, and several youngsters, were guided through the necessary steps to put the horse through the paces: walk, trot, turn, and reverse. After the instruction riders were given the lines and practiced what they had just learned. Exclamations of enthusiasm were heard from those who found the experience thrilling. "That's what we wanted to do" Untiedt says. "Hook a few people!" While attending the clinic several participants inquired about private lessons and began looking into the necessities of driving.

Of the approximately 100 people registered, 83 attended. According to McLaughlin that was outstanding. There seems to be a much bigger interest than we thought," she says. "We only expected 20 to respond, and many 10 to show." Since this clinic was the first of its kind held in San Diego, there was no way to tell what kind of interest horse enthusiasts would express for carriage driving. Not knowing if this would be a one time event, McLaughlin requested that each participants complete a survey expressing their opinion of the clinic. When all the surveys were tallied, the majority expressed a high interest to learn more about driving. With interest so high, and all parties involved willing to share their enjoyment and experiences, plans are already being made to expand and present another driving clinic in the near future.

For more information and the schedule for further events call Kathleen McLaughlin at 619-669-0146.

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Brandywine Institutes Successful Educational Clinics Forum

by Linda L. Hartz

Brandywine Valley Driving Club, Inc., with membership just under 300 from the five state region of Pennsylvania, New Jersey, Delaware, Maryland, and Virginia gave Ron Palmer, Clinics Chairperson, an all points go-ahead signal with the requested financing when he announced his very creative proposal to the Board at their September 1994 meeting. For a mere $5 bill, a member could register to attend a given clinic, with or without equine. If a member wished to participate in the clinic with equine, the name would be placed in a hat for a clinic spot.

Imagine attending a clinic with clinicians such as Sally Graburn, Bill Long, Larry Poulin, the Staff at New Bolton Clinic, Lisa Singer or Audrey Bostwick for a mere fee of $5. Ron stated, "Times are a changing, folks, our club is growing by leaps and bounds and we need to make education a priority—education for the sake of safety to everyone involved, be it a pleasure drive, pleasure show or a quick zip through an obstacle. Education for the sake of improving a whip's skill in handling the reins properly thus allowing the horse to relax and enjoy the scenery. Emphasizing the education of green whips and/or green horses so they can grow and develop into the future leaders of the club, thus insuring the popular spot carriage driving has become in this area of the country."

80 clinic participants arrived early at New Bolton Center on a cold January 21st to spend the entire day with Veterinarians Elaine Hammel, Barbara Forney and Lenore Southam discussing fitness and stress problems in driving horses, the veterinarians role at a driving competition and what the veterinarian expects of the competition and the horse. Participants were given hands-on instruction and practice in pulse and respiration with horses provided by the Palmer family. New Bolton marked the beginning of the Spring Series of Educational Clinics.

March 5 found 66 participants enjoying Sally Graburn at the new Wyndsor Farm facility in rural Elverson, PA. Members particularly enjoyed Sally's lunchtime discussion about bits. Preferring to work a driving horse in a double jointed snaffle with a large central "bean" and very fat mouthpieces, Sally readily admits you have to use the trial and error method to determine which bit is best for your horse.

Bill Long was busy on April 8th at Susie Buchanan's Little Brook Farm in West Grove, PA and on April 9th at Wyndsor Farm. 26 of the 45 registered whips were selected to drive under Bill's expert guidance.

Brandywine members are looking forward to the Fall Series of Educational Clinics with Larry Poulin, Lisa Singer and Audrey Bostwick. Ron Palmer was given the blessing of the Brandywine Board to further expand for 1996 and build upon what has been the most successful venture ever undertaken by a driving club to date. Ron and wife, Linda, daughters Kail and Rhonda have worked diligently to make these clinics say, "Hey, this was fun, let's do it again and again!"

CALENDAR OF EVENTS

*indicates an ADS approved competition

All driving activities may be listed in the Calendar, but as space is limited, please submit only dates of activities that are open to all ADS members. Space does not allow us to list all local club activites that are restricted to local club members.

SEPTEMBER

2-4 Clinic with Muffy Seaton at Jordan Hollow Farm, Stanley, VA. Contact: Marley Beers, 703-778-2285

2-4 ***HIGH COUNTRY INTERNATIONAL CDE,** Millarville, Alberta, Canada, Limit & Open Preliminary, Intermediate. Contact: Gaye McLennan, Box 76038 Shawnessy P.O., Calgary, Alberta T2Y 2Z9; H: 403-938-5069; W: 403-279-4174; Fax: 403-938-7087.

3 ***FONDA FAIR OPEN ADS PLEASURE DRIVING SHOW,** Fonda Fairgrounds Indoor Arena, Fonda, NY. Pleasure, Obstacles, Draft. Contact: Mary Ann Nellis, 119 Montgomery St., Canajoharie, NY 13317. H: 518-673-5730.

8-10 ***VILLA LOUIS CARRIAGE CLASSIC,** Prairie du Chien, WI. Pleasure, Obstacles, Concours d'Elegance, Combination, Putting To, Picnic. Contact: Dean Achenbach, 524 East Blackhawk Ave., Prairie du Chien, WI 53821; H: 608-326-4201; W: 608-326-8402; Fax: 608-326-6752.

9-10 ***LAURELS CDE,** Maresfield, Unionville, PA. Limit and Open Preliminary, Advanced. Contact: Mrs. James O'Rourke, Jr. Drumatee, Box 587, Unionville, PA 19375. 610-486-6484.

9-10 ***MIDDLE TENNESSE CARRIAGE CLUB ANNUAL PLEASURE SHOW,** Valhalla Farm, Woodbury, TN. Pleasure, Obstacles, Dressage, clinic with Bill Long. Contact: Jim Keathley, 3081 Jim Town Rd., Woodbury, TN 37190. H: 615-563-2528.

9-10 ***COLORADO HIGH PRAIRIE CDE,** High Prairie Farms, Parker, CO. Training, Preliminary, Intermediate. Contact: Peter Dallow, 5205 E. County Rd 52, Fort Collins, CO 80524. H: 303-493-6908; W: 303-221-6797, Fax: 303-221-6329.

10 ***1995 CAERNARVON PARK DRIVING COMPETITION,** Barneveld, NY. Pleasure, Obstacles, Marathon. Contact: Janice Upson, RD 3, Box 190, Frankfort, NY 13340. H: 315-894-3434.

15-17 ***KENTUCKY GAYLA CDE,** Kentucky Horse Park, Lexington, KY. Training, Preliminary, Intermediate. Contact: Debbie Banfield, 3329 Cynthiana Rd., Georgetown, KY 40324. H: 502-863-5113. W: 502-863-5113; Fax: 502-867-0810.

17 ***GENESSEE VALLEY RIDING AND DRIVING CLUB PLEASURE DRIVING SHOW - COMBINED DRIVING HORSE TRIALS.** Geneseo, NY. Pleasure, Obstacles, Dressage. Contact: Elmar H. Frangenberg, P.O. Box 374, 1099 Pinnacle Rd., Henrietta, NY 14467. H: 716-334-1730; W: 716-461-8589.

17 Open Horse and Driving Show, Ulster Co. Fairgrounds, New Paltz, NY. sponsored by the Mid-Hudson Driving Assoc. Contact: Eunice Shumalski, 238 Old Kings Highway, Stone Ridge, NJ 12484. 914-687-0553.

19-24 ***L.A. COUNTY FAIR INTERNATIONAL DRAFT HORSE, MULE, PLEASURE DRIVING SHOW,** Fairplex, L.A. County Fairgrounds. Pleasure, Obstacles. Contact: Sheila Gibson, P.O. Box 2250, Pomona, CA 91769. W: 909-865-4000; Fax: 909-629-5720.

22-23 ***BY-GONE DAYS,** Montanvale, Forksville, PA. Pleasure, Obstacles, Dressage. Contact: Ruthann Gavitt, RR1, Box 1023, Forksville, PA 18616, 717-924-3574.

23-24 ***ROWLETT CREEK CDE,** Boyle Farm, Allen, TX. Training and Preliminary. Contact: Georgie Green, Route 1, Box 117, Allen, TX 75002. H: 214-727-3663.

23-24 ***CONNECTICUT SPORT HORSE SHOW,** Woodstock, CT. Pleasure, Obstacles, Marathon, Dressage. Contact: Herb DiMeola, 112 Kozley Rd., Tolland, CT 06084. H: 203-875-9474; W: 203-684-8164; Fax: 203-684-8165.

23-24 ***GMHA COMBINED DRIVING EVENT,** South Woodstock, VT. Training, Limit & Open Preliminary. Contact: Jody Schulz, P.O. Box 8, South Woodstock, VT 05071. W: 802-457-1509; Fax: 802-457-1509.

23-24 Holly Thompson Driving Clinic and Driving/Riding Horse Sale, Tehama District Fairgrounds in Red Bluff, CA . Contact: Tom Simmons, 916-597-2934.

29-1 ***GLADSTONE DRIVING EVENT,** Hamilton Farm, Gladstone, NJ. Preliminary and Advanced. Contact: Heather Walker, GEA, P.O. Box 119, Gladstone, NJ 07934. W: 908-234-0151; Fax: 908-234-0863.

30-1 ***CARRIAGE AND DRIVING SOCIETY OF GREATER KANSAS CITY CDE,** Longview Horse Park, Kansas City, MO. Training, Limit and Open Preliminary. Contact: Dick Brown, 11316 Shannon Falls Rd., Liberty, MO 64068. H: 816-781-1766.

30-1 ***PIEDMONT DRIVING CLUB SHOW,** Foxcroft School, VA. Contact: Nancy Bedford, Rt 1, Box 145, Bluemont, VA 22012. H: 703-592-3493.

30-1 ***13TH ANNUAL WAVERLY FARM DRIVING COMPETITION,** Win-A-Gin Farms, LTD, Oxford, MI Pleasure, Obstacles, Dressage, Concours d'Elegance Pleasure Drive. Cross Country Mini-Marathon. Contact: Susan Mahar, 2640 E. Brocker Rd., Metamora, MI 48455 H: 810-678-2460.

OCTOBER

7-8 ***INDIANA COMBINED DRIVING EVENT,** Hoosier Horse Park, Edinburgh, IN. Training and Preliminary. Contact: Carol Halcomb, 8301 E. 47th Street, Indianapolis, IN 46226. H: 317-545-7080; W: 317-261-8216.

7-8 ***LINCOLN CREEK COMBINED DRIVING EVENT** Centralia, WA. Training, Preliminary, Novice. Contact: Dayl Phillip, 660 Carroll Road, Mosier, OR 97040. H & W: 503-478-3743; Fax: 503-478-2263.

8 1995 GSH&CS 5th Annual Pleasure Driving Show. Horse Park of New Jersey. Pleasure, Obstacles, Cross Country. Contact: 908-370-8096 evenings.

8 Litchfield Hills Driving Club's annual Carriage Rally. Goshen Fairgrounds, Goshen, CT Pleasure, Obstacles, Cross Country. Contact: Bobbie Paradis, 203-393-0674.

15 San Diego Pleasure Driving Club Show, Lakeside, CA. Pleasure Classes. Contact: LaDonne Hatley, 619-561-9534

15 ***ROCKY MOUNTAIN COMBINED DRIVING TRIALS,** Tomora Training Center, Greeley, CO. Training, Preliminary, Intermediate. Contact: Rita DeCourcey, 3341 Terrywood Rd., Fort Collins, CO. H: 303-498-8877.

18 ***NC STATE FAIR HORSE SHOW,** Raleigh, NC, Pleasure, Obstacles, Concours d'Elegance. Contact: Glenn T. Petty, 1025 Blue Ridge Rd., Raleigh, NC 27607. H: 919-528-3204; W: 919-733-4845; Fax: 919-733-9572.

21-22 ***WELCOME IX CDE,** Great Oaks Farm, Newnan, GA. Training, Limit & Open Preliminary, Modified Intermediate. Contact: Charlene Hilgenberg, 2836 Mt. Carmel Rd., Newnan, GA 30263. H: 404-253-1201; Fax: 404-251-2565.

21 McKay's Pleasure Driving Show and CDE. McKay's Farm, Monkton, MD, Contact: Sarah Bruce, 410-337-0048.

22 William Lower Driving Clinic, ground driving, pleasure driving, dressage and CDE offered. mcKay;s Farm, MOnkton, MD. Contact; Sarah Bruce, 410-337-0048.

27-29 ***FAIR HILL INTERNATIONAL CDE,** AHSA Single Horse Championship, Fair Hill Pair Horse Classic. Advanced Four-in-Hands. Contact: DIANE Shellender, 1303 Old Telegraph Road, Chesapeake City, MD 21915 H: 410-755-6703; W: 410-755-8655; Fax: 410-755-6065.

28 San Diego Pleasure Driving Club 1995 Year-End Awards and Halloween Potluck Brunch. Contact: LaDonne Hatley, 619-561-9534

NOVEMBER

2-5 ***ADS ANNUAL WEEKEND OF DRIVING FOR PLEASURE,** Southern Pines, North Carolina. Contact: Ann L. Pringle, P. O. Box 160, Metamora, MI 48455. 810-664-8666; Fax: 810-664-2405.

4 ***HALLOWEEN HUSTLE,** Oak Run Farm, Moorpark, CA. Pleasure, Obstacles, Marathon, Combination. Contact: Jody Cutler, 8450 Happy Camp Rd., Moorpark, CA 93021. H: 805-529-2753; W: 805-523-8166; Fax: 805-529-3746.

4-5 ***PALM BEACH CARRIAGE EVENT,** Palm Beach Polo & Country Club Horse Show Grounds, Wellington, FL. Pleasure, Obstacles, Dressage, Concours d'Elegance. Contact: Pamela Sheedy-Knisley, 601 Cleary Rd., West Palm Beach, FL 33413. 407-683-7382; Fax: 407-478-9169.

10-12 ***PINE HILL CDE,** Pine Hill Farm, Waak Farm. Preliminary and Advanced. Contact: Bill Peacock, 409-865-2335; Dot Saunders: 409-532-0166; Lyn Wilburn: 713: 629-2222. Fax: 409-532-0101

10-12 Clinic with Muffy Seaton at Jordan Hollow Farm, Stanley, VA. Contact: Marley Beers, 703-778-2285

10-19 George Bowman Clinic at New Farm, Englewood, FloridaReservation and information contact: Lyle Nygaard, New Farm, 740 Morningside Drive, Englewood, FL 34223. 813-474-8711

11 Tom Simmons Driving Clinic, Tehama District Fairgrounds in Red Bluff, CA. Contact: Teri Collins, 916-527-6535.

19-20 TSHA Fall Driving Show and Clinic. Brooklyn Fair Grounds, Brooklyn, CT. Contact: C. Renaud, 135 Weston Rd., Palinfield, CT 06374. 203-564-8901.

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"Matey and I have had many adventures together and travelled to many club outings, such as fun days or picnic drives over the years, but now we are content to go exploring in our local forest. We are lucky that we live a mile from a small pine forest which has many fire trails which offer a combination of routes, steep to undulating. The trees on the roadside before the forest offer a selection of birds, lorrikeets and other parrots. We also get the odd sighting of wallabies picking on rare patches of green grass. Also on forestry tracks we have encountered a dingo, once it crossed right in front of us on a track staring unnervingly as it bounded across the track and a second time it trailed us from a distance, but we haven't seen it for six months now.

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Lynne Boroff of Hartland, Vermont drives her Norwegian Fjord mares Berga and Freya at the Green Mountain Horse Association 1994 Fall Driving Classic. *Photo by Jennifer Waite*

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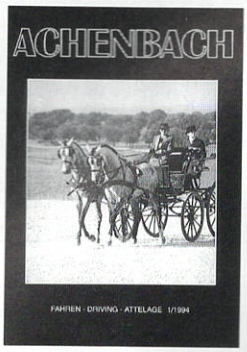

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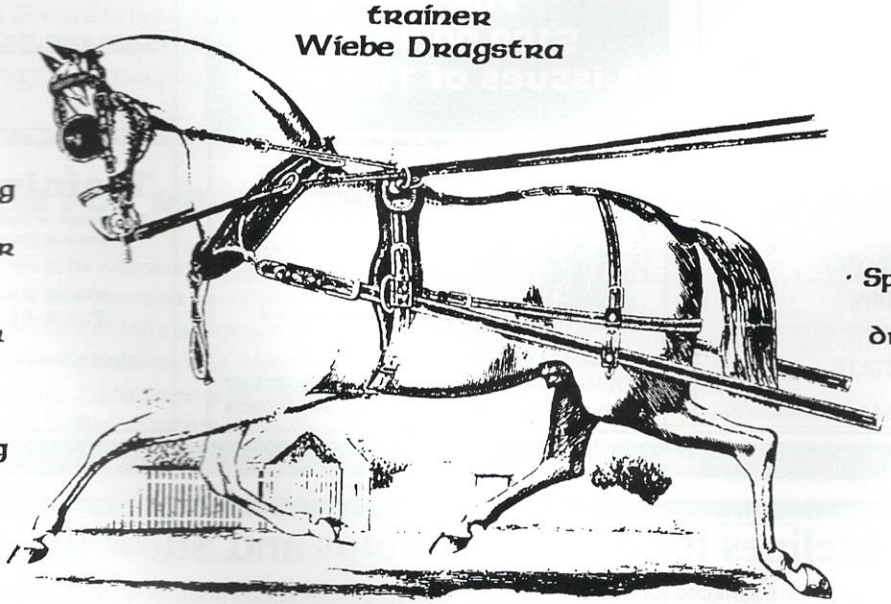

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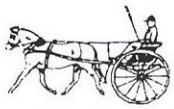

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Guidelines for Articles, Photos and Show Reports

Articles, photos and show reports submitted for publication in The Whip must be typed, preferably laser printed single spaced and mailed to the Editor by the deadline. Faxed or handwritten material is not acceptable. Show reports should be no longer than 1000 words; up to three photographs may be submitted with the article. The editor reserves the right to edit material for clarity, accuracy and length.

We cannot guarantee that photos will not be damaged by the printer, therefore, it is best to send a copy rather than an original photograph. Photos will be returned ONLY if "return to" and name and address are written on the back of every photo.

Photos taken by professional photographers must be accompanied by written permission from the photographer for use in The Whip.

WHAT EVERY ADS MEMBER SHOULD KNOW

The American Driving Society is a non-profit corporation, incorporated in the State of New York in 1975.
The purposes of the American Driving Society are:
to promote the best interests of the sport of driving of horses and ponies to carriages both competitively and for pleasure.
to create and maintain public interest in national and international driving events.
to educate and inform the public with respect to driving methods, safety and events.
to publish periodically information on driving methods, safety and events.
to organize driving events and to facilitate the organization of driving events by others, including the establishment and maintenance of a list of qualified judges, the rendering of technical assistance to event organizers, the maintenance of event records and the publishing of event calendars.
to sponsor educational driving clinics and clinics for the purpose of training judges.
to cooperate with organizations such as the American Horse Shows Association and the Carriage Association of America and the United States Equestrian Team which are interested in the driving of horses and ponies to carriages.
to provide and pursue ways and means not prohibited by law, to solicit and receive money and property for the foregoing purposes and to receive and accept for charitable purposes gifts, donations, bequests and devises of money and property.
to do all things necessary, suitable and proper for the accomplishment of the above purposes.

SHOW APPROVAL: Interested competition organizers should call or write for approval information and date application at least 60 days prior to competition. See grey pages in current ADS Handbook. **Fee: $75.00**

LICENSED OFFICIALS PROGRAM: The ADS licenses officials in 5 divisions: Pleasure Driving Judge and Technical Delegate, Combined Driving Judge and Technical Delegate and Dressage Judge, at three different levels: Registered ("R"), Recorded, ("r"), and Learner, ("L"). Those interested in the Learner program may call or write for information and application. See tan pages in current ADS Handbook.

Fees: Learner- $30.00 per division
Learner renewal- $30.00 per division
"R" or "r" renewal - $40.00 1st division; $20.00 ea additional division

INSURANCE: The ADS Master Liability policy covers all ADS approved competitions and clinics. Questions regarding this coverage should be directed to our agent, Holly Griffin, of Posse-Walsh, Four Sentry Parkway, Suite #2000, P.O. Box 1121, Blue Bell, PA, 19422. 1-800-446-4579.

VIDEOS: The ADS maintains a video library. Please call or write for current listings. A $30.00 deposit is required plus the rental fee. ADS member clubs are entitled to one free video per year.

ADS BANNER: Banners are available for use by ADS clubs or clinics. They are vinyl with metal grommets and cord for easy display. Size is approximately 3' wide by 8' long.
Fee: $100.00 deposit

ADS ACHIEVEMENT MILES PROGRAM: Awards may be earned for accumulated miles driven at ADS club sponsored drives and other ADS activities. Awards may be earned for the horse or driver. Please call or write for information and application forms.

BOOKS, SAFETY AND GIFT ITEMS: Call or write for current list if not published in this issue.

GIFT MEMBERSHIPS: Consider giving a gift membership to someone. A special gift card will be sent to inform the recipient of your gift.

APPLICATION FOR MEMBERSHIP IN THE AMERICAN DRIVING SOCIETY

I would like to become a member of the American Driving Society.

_____ L = Life - $750.00 + $10.00 insurance fee = $760.00
_____ S = Sustaining - $150.00 + $10.00 insurance fee = $160.00
_____ F = Family - $55.00 + $10.00 insurance fee = $65.00
_____ I = Individual - $35.00 + $10.00 insurance fee = $45.00
_____ J = Junior (under 18) - $20.00 + $10.00 insurance fee = $30.00
_____ O = Organization - $50.00 + $10.00 insurance fee = $60.00
_____ C = Canada - $45.00 + $10.00 insurance fee = $55.00 (U.S. Funds)

Driving Interest:
Pleasure (non competitive) _____ Showing - Pleasure Shows _____
Combined Driving _____ Other _____

Membership expires on December 31.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
TELEPHONE _____
LOCAL DRIVING AFFILIATION _____
Method of Payment: Check _____ Visa _____ MasterCard _____
Credit Card No. _____ Expiration Date _____
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